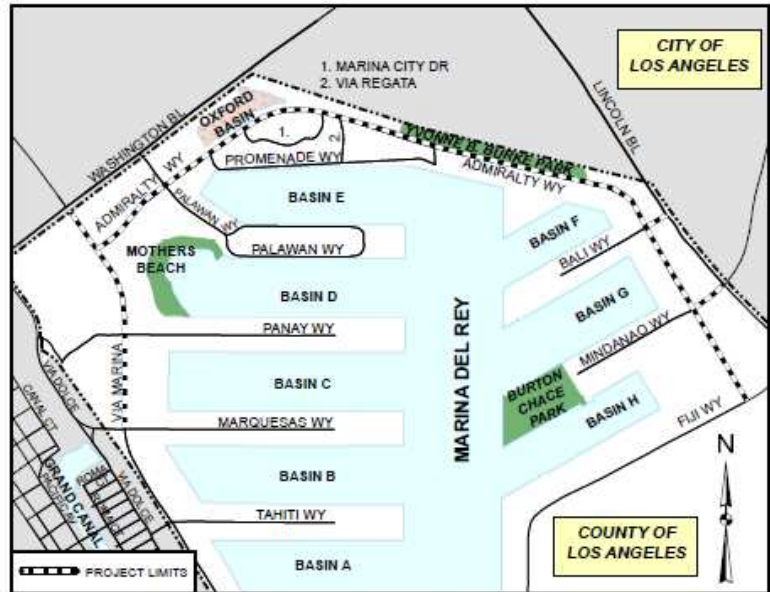


**NOTICE OF INTENT TO ADOPT A
DRAFT MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY**

ADMIRALTY WAY STREET IMPROVEMENT

The County of Los Angeles Department of Public Works has prepared a draft Mitigated Negative Declaration and Initial Study to assess the potential project impacts to the environment and the community. The proposed project is located within the unincorporated County of Los Angeles community of Marina del Rey.

The proposed project involves resurfacing the existing roadway pavement, reconstructing medians, and upgrading signals on Admiralty Way from Via Marina to Fiji Way; Via Marina from Marquesas Way to Washington Boulevard; Bali Way from Admiralty Way to Lincoln Boulevard; and Mindanao Way from Admiralty Way to Lincoln Boulevard. Right-of-way acquisition will not be required.



Data contained in this map is produced in whole or part from the Thomas Bros. Map (c) digital database. This map is copyrighted, and reproduced with permission granted, by Thomas Bros. Maps (c). All rights reserved.

The improvements are intended to enhance safety and mobility for both pedestrians and motorists.

The draft Mitigated Negative Declaration and Initial Study is being circulated for a 30-day public review period. The review period will end September 4, 2012. The Admiralty Way Street Improvement Project Mitigated Negative Declaration and Initial Study document can be viewed online at the Department of Beaches and Harbors web page at: <http://beaches.lacounty.gov/wps/portal/dbh> under the documents for public review header.

A copy of the document is also available for public review at the following locations:

Marina del Rey Library
4533 Admiralty Way
Marina del Rey, CA 90292

Department of Public Works
Programs Development Division, 11th Floor
900 South Fremont Avenue
Alhambra, CA 91803-1331

Interested parties may submit their comments to:

County of Los Angeles
Department of Public Works
Programs Development Division, 11th Floor
Attention Sarah D. Scott
P.O. Box 1460
Alhambra, CA 91802-1460

The final Mitigated Negative Declaration and Initial Study will incorporate responses to written comments received during the public review period and will be considered by the County of Los Angeles Board of Supervisors for approval.

Questions regarding this notice should be directed to Ms. Sarah D. Scott, Programs Development Division, Environmental Planning and Assessments, at (626) 458-3916, Monday through Thursday, between 7 a.m. and 5 p.m. or at sscott@dpw.lacounty.gov.

Si necesita asistencia con la traducción a Español, por favor comuníquese con el representante del departamento de Obras Públicas del Condado de Los Angeles, Sr. Art Correa (626) 458-3948.



Individuals requiring reasonable accessibility accommodations may request written materials in alternate formats, physical accessibility accommodations, sign language interpreters or other reasonable accommodations by contacting our departmental Americans with Disabilities Act Coordinator at (626) 458-4081, from 7:30 a.m. to 5 p.m., Monday through Thursday (excluding holidays). Persons who are deaf or hard of hearing may make contact by first dialing the California Relay Service at 7-1-1. Requests should be made at least one week in advance to ensure availability. When making a reasonable accommodation request, please reference PD-3.



COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

DRAFT MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY FOR ADMIRALTY WAY STREET IMPROVEMENT PROJECT

**PROGRAMS DEVELOPMENT DIVISION
ENVIRONMENTAL PLANNING AND ASSESSMENTS SECTION**

AUGUST 2012

TABLE OF CONTENTS

MITIGATED NEGATIVE DECLARATION.....	i
INITIAL STUDY OF ENVIROMENTAL FACTORS.....	ii
ENVIRONMENTAL CHECKLIST FORM	1
I. AESTHETICS.....	1
II. AGRICULTURE AND FORESTRY RESOURCES.....	2
III. AIR QUALITY.....	3
IV. BIOLOGICAL RESOURCES.....	7
V. CULTURAL RESOURCES.....	9
VI. GEOLOGY AND SOILS.....	10
VII. GREENHOUSE GAS EMISSIONS.....	13
VIII. HAZARDS AND HAZARDOUS MATERIALS.....	16
IX. HYDROLOGY AND WATER QUALITY.....	18
X. LAND USE AND PLANNING.....	20
XI. MINERAL RESOURCES.....	20
XII. NOISE.....	20
XIII. POPULATION AND HOUSING.....	24
XIV. PUBLIC SERVICES.....	25
XV. RECREATION.....	25
XVI. TRANSPORTATION/TRAFFIC.....	26
XVII. UTILITIES AND SERVICE SYSTEMS.....	28
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.....	29

LIST OF FIGURES/APPENDIX

Figure 1:	Project Vicinity Map
Figure 2:	Project Limits
Appendix A.....	Landscape Plans
Appendix B.....	Best Management Practices
Appendix C.....	Table 9
Appendix D.....	Road Improvement Plans

**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS**

**DRAFT MITIGATED NEGATIVE DECLARATION
FOR
ADMIRALTY WAY STREET IMPROVEMENT PROJECT**

I. Location and Brief Description

The County of Los Angeles Department of Public Works is proposing to resurface the existing roadway pavement, reconstruct medians, and upgrade signals on Admiralty Way from Via Marina to Fiji Way; Via Marina from Marquesas Way to Washington Boulevard; Bali Way from Admiralty Way to Lincoln Boulevard; and Mindanao Way from Admiralty Way to Lincoln Boulevard (see figures). The proposed project is located in the unincorporated County of Los Angeles community of Marina del Rey.

The proposed improvements would include resurfacing the existing roadway pavement and reconstructing curbs, gutters, sidewalks, driveways, and median islands that have been damaged by trees in the project area. The resurfacing on Admiralty Way would involve removing the pavement surface to a depth of 4.5 inches and recycling the Asphalt Concrete millings with cement to produce a Cement Treated Pulverized Asphalt Concrete Base and applying a 1.5 inch Asphalt Rubber Hot Mix to the finish surface. Resurfacing on Via Marina, Bali Way and Mindanao Way would include cold milling the existing AC pavement to a depth of 1.5 inches and applying a 1.5 inch Asphalt Rubber Hot Mix to the finish surface. There are several trees to be removed, which include 21 trees along the parkway and 57 trees in the median islands. The median work will include relocation and roadway restriping to allow for the following: a third westbound lane at the intersection of Admiralty Way and Palawan Way to provide a right turn lane; a second left turn lane on eastbound Admiralty Way at Bali Way; and a second left turn lane on eastbound Admiralty Way at Mindanao Way. The proposed project would include landscaping the median islands with the planting of 83 trees, shrubs, grasses, and groundcover. The proposed work also involves upgrading traffic signals, restoring the existing street lights, traffic loops, and signage updating. Right-of-way acquisition will not be required. The purpose of the proposed project is to enhance safety and mobility for both pedestrians and motorists.

II. Mitigation Measures Included in the Project to Avoid Potentially Significant Effects

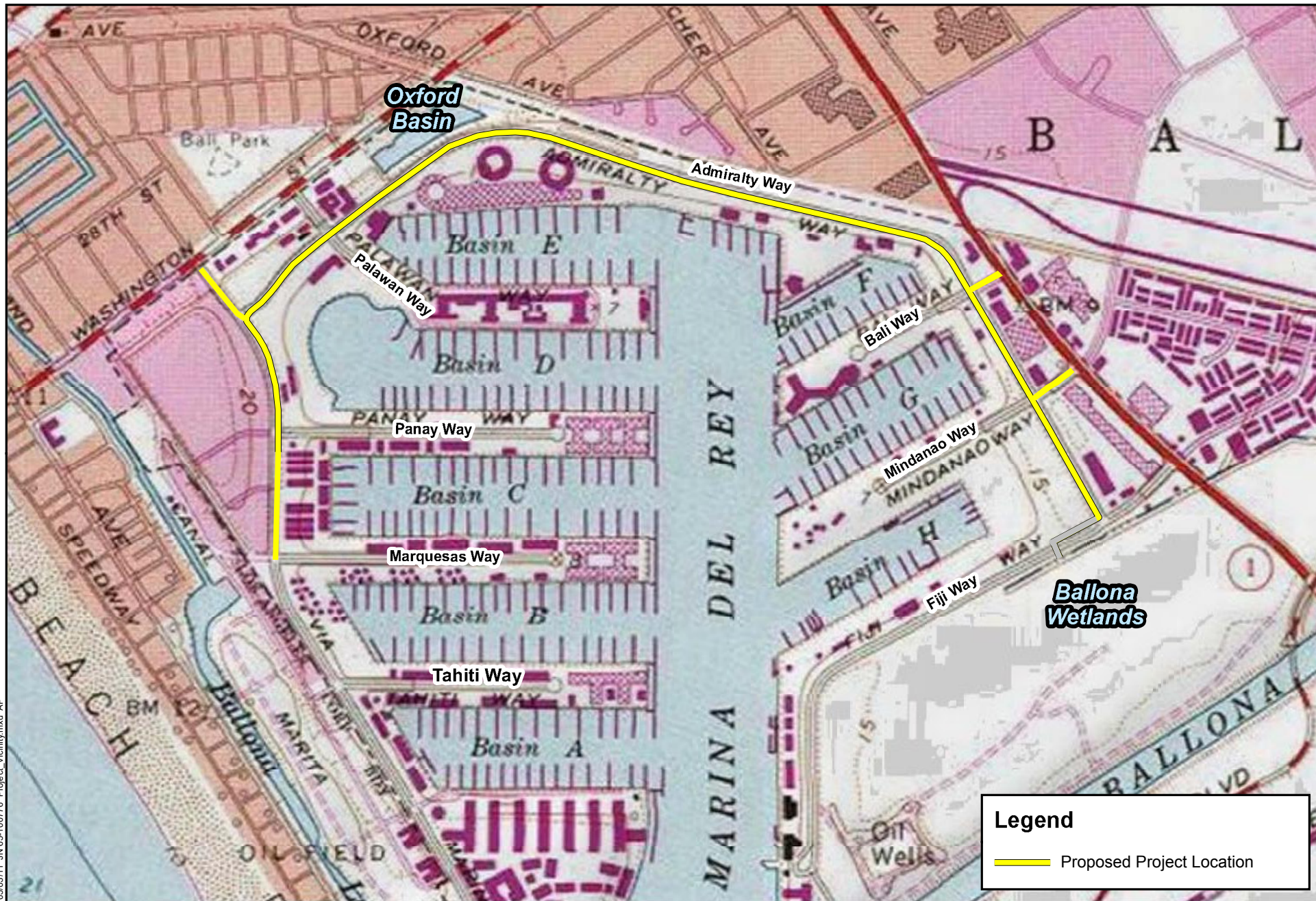
No significant environmental effects were identified. However, mitigation measures are discussed in Sections I and IV of the Initial Study.

III. Finding of No Significant Effect

Based on the attached draft Initial Study and Attachment A, it has been determined that the proposed project will not have a significant effect on the environment with the identified mitigation measures incorporated.

SDS:yr

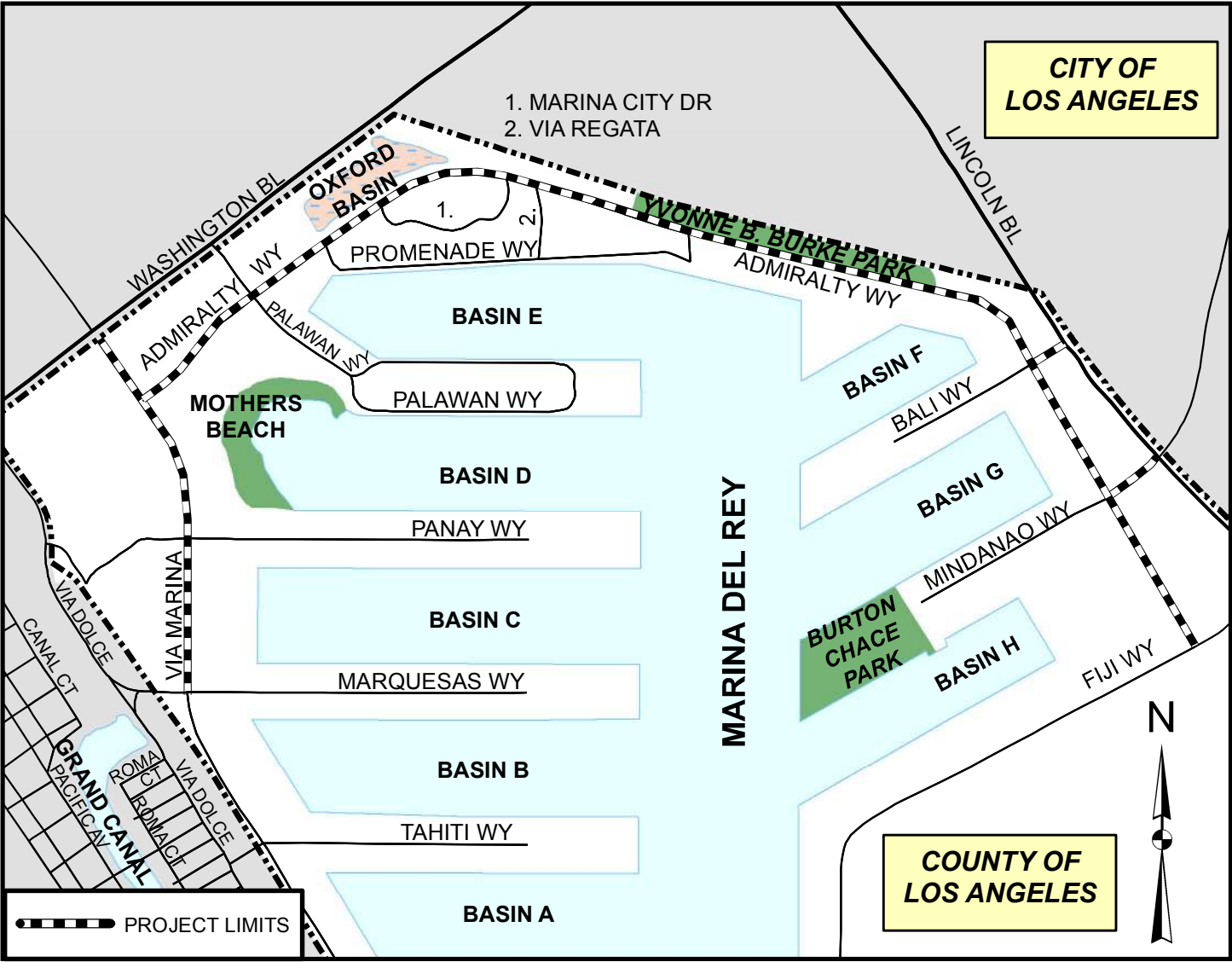
P:\pdpub\EP&A\EU\Projects\Admiralty Way Street Improvement Project\1A-ND.doc



05/03/11 JN 65-100776 Project_Vicinity.mxd AP

Figure 2

ADMIRALTY WAY STREET IMPROVEMENT PROJECT



Data contained in this map is produced in whole or part from the Thomas Bros. Map (c) digital database.
This map is copyrighted, and reproduced with permission granted, by Thomas Bros. Maps (c). All rights reserved.

DRAFT INITIAL STUDY OF ENVIRONMENTAL FACTORS

1. **Project Title:** Admiralty Way Street Improvement Project.
2. **Lead Agency Name and Address:** The County of Los Angeles Department of Public Works 900 South Fremont Avenue, Alhambra, California 91803-1331.
3. **Contact Person and Phone Number:** Ms. Sarah D. Scott (626) 458-3916.
4. **Project Location:** The unincorporated County of Los Angeles community of Marina del Rey.
5. **Project Sponsor's Name and Address:** The County of Los Angeles Department of Public Works, 900 South Fremont Avenue, Alhambra, California 91803-1331.
6. **General Plan Designation:** The Los Angeles County General Plan Highway Element designation for Admiralty Way is a secondary highway with Via Marina, Bali Way, and Mindanao Way being local roads .
7. **Zoning:** Admiralty Way and the existing right of way are zoned as a secondary highway. The zoning along Admiralty Way in the project area is generally Open Space, Residential, Commercial, and Hotel.
8. **Description of Project:** The proposed improvements would include resurfacing the existing roadway pavement and reconstructing curbs, gutters, sidewalks, driveways, and median islands that have been damaged by trees in the project area. The resurfacing on Admiralty Way would involve removing the pavement surface to a depth of 4.5 inches and recycling the Asphalt Concrete millings with cement to produce a Cement Treated Pulverized Asphalt Concrete Base and applying a 1.5 inch Asphalt Rubber Hot Mix to the finish surface. Resurfacing on Via Marina, Bali Way and Mindanao Way would include cold milling the existing AC pavement to a depth of 1.5 inches and applying a 1.5 inch Asphalt Rubber Hot Mix to the finish surface. There are several trees to be removed, which include 21 trees along the parkway and 57 trees in the median islands. The median work will include relocation and roadway restriping to allow for the following: a third westbound lane at the intersection of Admiralty Way and Palawan Way to provide a right turn lane; a second left turn lane on eastbound Admiralty Way at Bali Way; and a second left turn lane on eastbound Admiralty Way at Mindanao Way. The proposed project would include landscaping the median islands with the planting of 83 trees, shrubs, grasses, and groundcover. The proposed work also involves upgrading traffic signals, restoring the existing street lights, traffic loops, and signage updating. Right-of-way acquisition will not be required.

9. Surrounding Land Uses and Settings:

- A. Project Site** – The proposed project is located within the County of Los Angeles unincorporated community of Marina del Rey. Admiralty Way, Via Marina, Bali Way and Mindanao Way at the project site are aligned within the public road right-of-way in the vicinity of Oxford Detention Basin, Burke Park and Lincoln Boulevard on the northerly and northeast sides and the Marina del Rey marina being located south, east and west of the project limits.
- B. Surrounding Properties** – In general, the land use surrounding Admiralty Way is a mix of residential, open space and commercial properties. The topography of the surrounding project area is generally flat.

10. Other agencies whose approval is required (and permits needed): None

- Los Angeles County Department of Beaches and Harbors
- Los Angeles County Department of Regional Planning

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or a Less than Significant Impact with Mitigation as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a potentially significant impact or potentially significant unless mitigated impact on the environment, but at least one effect a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project would have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Sarah D. Scott
Signature

7-30-2012
Date

Sarah D. Scott
Printed Name

LACDPW
For

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

ATTACHMENT A

ENVIRONMENTAL CHECKLIST FORM

ADMIRALTY WAY STREET IMPROVEMENT PROJECT

The County of Los Angeles Department of Public Works has prepared this draft Mitigated Negative Declaration and Initial Study to address the environmental effects of the proposed Admiralty Way Street Improvement project. This document has been prepared in accordance with the California Environment Quality Act), Public Resources Code §21000 *et seq.*, and the State CEQA Guidelines California Code of Regulations §15000 *et seq.* The County is the CEQA lead agency for this project.

Potential
Significant Impact

Less than
Significant Impact
With Mitigation

Less Than
Significant Impact

No Impact

I. **AESTHETICS** - Would the project:

- a) Have a substantial adverse effect on a scenic vista?

☐ ☐ ☒ ☐

The proposed project is not located within any scenic vistas or located with a scenic corridor as designated by the County of Los Angeles Scenic Highway Programs. The nearest adopted Los Angeles County Scenic Highway is Malibu Canyon Road that is over 20 miles away. The nearest officially Designated State Scenic Highway is Angeles Crest Highway that is over 20 miles away. The proposed project involves reconstruction of the existing roadway pavement. There would be a less than significant impact.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

☐ ☒ ☐ ☐

The proposed street improvement project is located north, east, and west of the Marina del Rey marina. As discussed in Item 1(a) above, the site is not located within a Scenic Highway as designated by the County or by the State of California. There are no rock outcroppings, historic buildings or scenic resources within or adjacent to the road reconstruction project limits. 78 trees will be removed along the project limits. All of these trees are causing damage to the sidewalk, curbs, gutters, and median islands. The trees are being removed because the construction excavation work will likely cause fatal damage to the trees and their root systems. 57 trees are in the median islands on Admiralty Way. 21 trees along the Admiralty Way road parkway will be removed. The tree removal work will be performed in accordance with the Conservation & Management Plan of Marina del Rey guidelines including biological surveys as discussed in Section IV (a). It is noted that there are numerous other trees remaining in the project area, which will maintain the areas overall views and scenery. In addition, the following mitigation measures would result in the project having a less than significant impact.

Mitigation Measure AES-1: 83 California Native trees (24 inch box) will be replanted in the medians on Admiralty Way of the proposed project to replace the 78 trees removed as a part of this project (See Appendix A). The tree removal and replanting work will be implemented in accordance with the guidelines and requirements of the 'Conservation and Management Plan for Marina del Rey, Los Angeles County California, August 19, 2010.' All necessary notifications, biological surveys, and post planting monitoring reports will be performed.
< http://file.lacounty.gov/dbh/docs/cms1_150561.pdf >

- | | Potential
Significant Impact | Less than
Significant Impact
With Mitigation | Less Than
Significant Impact | No Impact |
|---|---------------------------------|--|---------------------------------|-------------------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The proposed improvements would include removing the 57 median island trees on Admiralty Way between Via Marina and Fiji Way and 21 trees along the parkway of Admiralty Way. This will alter the general view of the area. However, 83 trees will be replanted in the medians in accordance with the 'Conservation and Management Plan for Marina del Rey, Los Angeles County California, August 19, 2010.' Therefore, impacts to the visual character would be considered less than significant with mitigation. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project would not include additional lighting systems or structures that could result in glare. The reconstructed roadway pavement, curb, gutter, and sidewalk will not create a new source of glare. No construction will occur at night. Therefore, the project will have no impact on day or nighttime views in the area. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

II. AGRICULTURE AND FORESTRY RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation, as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

State CEQA Statutes [(§21060.1(a)) Public Resources Code 21000-21177)] define agricultural land to mean "prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California." The proposed project surroundings area consists of developed commercial and residential areas. The project location is not used for agricultural purposes or as a farmland. Thus, the project will have no impact on farmland. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

The proposed project will not conflict with any zoning for agricultural use and will have no impact. According to the California Department of Conservation, Division of Land Resource Protection, the 40,031 acres of Williamson Act parcels in the County of Los Angeles are on Santa Catalina Island. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The proposed project will not conflict with existing zoning or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | Potential
Significant Impact | Less than
Significant Impact
With Mitigation | Less Than
Significant Impact | No Impact |
|---|---------------------------------|--|---------------------------------|-------------------------------------|
| d) Result in the loss of forest land or conversion of forest land to non-forest use?

The proposed project will not result in the loss of forest land or the conversion of forest land to nonforest use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The proposed project would not involve any conversions of farmland to nonagricultural use or conversion of forest land to nonforest use. No construction or changes in land use are proposed. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

III. **AIR QUALITY** - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?

The proposed project is located in the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District. The SCAQMD is the agency responsible for protecting the public health and welfare through the administration of federal and state air quality laws, regulations, and policies in the Basin. The Basin is classified as an area of nonattainment for Particulate Matter (PM ₁₀ and PM _{2.5}), and Ozone. The governing air quality management plan is the 2007 Air Quality Management Plan. The Southern California Association of Government's population projections and land use designations are the basis of the AQMP. If a project results in population or employment growth that exceeds the AQMP growth estimates for the area, it would be inconsistent with the AQMP. This roadway pavement maintenance project will not affect population or employment growth. Therefore the proposed project would not result in population or employment growth and would not conflict with or obstruct implementation of the applicable air quality plan. There would be no impact. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

With regard to current air quality conditions, the County is designated as a federal and State nonattainment area for ozone, PM _{2.5} , and PM ₁₀ , and a federal maintenance area for CO and NO ₂ . The SCAQMD, the regional agency that regulates stationary sources, maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the Basin. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The project site is situated in SRA 2 Northwest Los Angeles County Coastal Air Monitoring region. Projects located in the same SRA are subject to similar weather patterns and ambient emission levels. The nearest SCAQMD monitoring site to the project is located in Los Angeles on West Westchester Parkway, approximately 3 miles southeast of the project site. However, this site only monitors the pollutants of concern, ozone, CO, and PM₁₀. The nearest site that monitors PM_{2.5} is located in Compton approximately 15 miles southeast of the project site. Table 1 summarizes the composite of gaseous pollutants monitored from 2007 through 2009.

Table 1 Ambient Air Quality Monitoring Summary

Air Pollutant	2007	2008	2009
Carbon Monoxide (CO) – Westchester Parkway			
Max 8 Hour (ppm)	2.39	2.53	1.99
Days > NAAQS (9 ppm)	0	0	0
Days > CAAQS (9.0 ppm)	0	0	0
Ozone (O₃) – Westchester Parkway			
Max 1 Hour (ppm)	0.087	0.086	0.077
Days > CAAQS (0.09 ppm)	0	0	0
Max 8 Hour (ppm)	0.076	0.076	0.070
Days > NAAQS (0.08 ppm)	0	0	0
Days > CAAQS (0.070 ppm)	1	1	0
Particulate Matter (PM₁₀) – Westchester Parkway			
Max Daily California Measurement	128	50	52
Days > NAAQS (150 µg/cubic meter)	0	0	0
Days > CAAQS (50 µg/cubic meter)	3	0	1
Max Daily National Measurement	n/a	44.2	69.2
Days > NAAQS (35 µg/cubic meter)	n/a	2	3
Abbreviations: > = exceed ppm = parts per million µg = micrograms CAAQS = California Ambient Air Quality Standard NAAQS = National Ambient Air Quality Standard Mean = Annual Arithmetic Mean Bold = exceedance Source: CARB 2009			

The monitoring data shows that there were no violations of CO, State 1-hour ozone, and federal ozone in the most recent 3 years; however, data shows that the station exceeded State 8-hour ozone standard in two of the years. The station also exceeded the federal PM_{2.5} standard in both years it was measured. The State PM₁₀ standard was exceeded in 2007 and 2009 but the federal PM₁₀ standard was not exceeded.

Air quality impacts are divided into short-term and long-term impacts. The proposed project will generate air pollutant emissions during the road reconstruction activities (short-term) only. Short-term pollutant emissions would be produced from construction equipment and dust from grading and earth moving activities. Construction-related emissions and dust would be emitted only during the project construction, which will take approximately five months. Construction activities will primarily generate dust, carbon monoxide, and nitrogen oxide emissions.

Potential
Significant Impact

Less than
Significant Impact
With Mitigation

Less Than
Significant Impact

No Impact

To estimate if the project may adversely affect air quality in the region, the SCAQMD has prepared the California Environmental Quality Act Air Quality Handbook to provide guidance to those who analyze the air quality impacts of proposed projects. Based on Section 182(e) of the Federal Clean Air Act, the SCAQMD has set CEQA significance thresholds for potential air quality impacts. Construction Significance Thresholds are shown in Table 2.

TABLE 2 CONSTRUCTION SIGNIFICANCE THRESHOLDS

Pollutant	Construction
NO_x (Nitric Oxide & Nitrogen Dioxide)	100 lbs/day
VOC (Volatile Organic Compound)	75 lbs/day
PM₁₀ (Particulate matter less than 10 micrometers in diameter)	150 lbs/day
PM_{2.5} (Particulate matter less than 2.5 micrometers in diameter)	55 lbs/day
SO_x (Sulfur Oxide)	150 lbs/day
CO (Carbon Monoxide)	550 lbs/day

Daily construction emissions for this project were calculated using the California Emission Estimator Model 2011 in collaboration with SCAQMD and other California Air Districts. CalEEMod computes emissions of reactive organic gases, NO_x, CO, SO₂, PM₁₀, PM_{2.5}, and CO₂. CalEEMod calculations include construction worker trips for different construction phases. Calculations assume the construction duration would be approximately five months. Excavation, grading, backfill, roadway, and sidewalk reconstruction are assumed to occur simultaneously, resulting in the worst case scenario. Calculated unmitigated construction emissions are provided in Table 3 as shown below.

TABLE 3 UNMITIGATED CONSTRUCTION EMISSIONS (POUNDS/DAY)

Pollutant	Construction Threshold (lbs/day)	Estimated Emissions (lbs/day)	Exceed Threshold?
NO_x (Nitric Oxide & Nitrogen Dioxide)	100	44	No
VOC (Volatile Organic Compound)	75	6	No
PM₁₀ (Particulate matter less than 10 micrometers in diameter)	150	3	No
PM_{2.5} (Particulate matter less than 2.5 micrometers in diameter)	55	3	No
SO_x (Sulfur Oxide)	150	<1	No
CO (Carbon Monoxide)	550	21	No

The construction equipment that will be involved in this work would include graders, dozers, haul trucks, jack hammers, concrete saws, water trucks, concrete trucks, crew vehicles, backhoe, delivery trucks, asphalt paving machines, and asphalt trucks.

Potential
Significant Impact

Less than
Significant Impact
With Mitigation

Less Than
Significant Impact

No Impact

As shown in Table 3, the construction emissions generated by the proposed project do not exceed the significance thresholds.

During construction activities the contractor is required to implement Best Management Practices (BMPs) including all applicable requirements of SCAQMD Rule 403, Fugitive Dust. The following measures are included to reduce dust generation and air pollution:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp, or other suitable cover in accordance with BMP WE-1, Wind Erosion Control, (see Appendix B)
- The plans and specifications will require the contractor to comply with BMP WM-3 Stockpile Management, BMP TC-1 Stabilized Construction Entrance/Exit (See Appendix B)
- Minimize idling time and limit the hours of operation of heavy duty equipment and/or the amount in use
- All trucks used to haul soil from the site will be covered to reduce fugitive dust in accordance with Section 23114 of the California Motor Vehicle Code

In view of the estimated construction emissions as shown in Table 3 Unmitigated Construction Emissions, and the BMP's employed, the impacts to air quality would be less than significant.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

☐ ☐ ☒ ☐

The project is within the SCAQMD, which is nonattainment for ozone, PM₁₀, and PM_{2.5}. The emissions generated as a result of the proposed project are temporary and will occur only during construction. The project specifications will require the contractor to comply with Federal and State emission control regulations. As discussed above, the proposed project would result in increases in criteria pollutants during construction. However, during construction air quality impacts would be less than SCAQMD thresholds for nonattainment pollutants and implementation of the proposed project would not result in a cumulatively considerable increase of any criteria pollutant for which the project region is in nonattainment. Accordingly, net increases of nonattainment pollutants would be less than significant for the proposed project.

- d) Expose sensitive receptors to substantial pollutant concentrations?

☐ ☐ ☒ ☐

As described in Response III (b) above, construction of the proposed project would not result in any substantial localized or regional air pollution impacts and therefore would not expose any nearby sensitive receptors to substantial pollutant concentrations. There is a rehabilitation center and retirement community south of the project site. The nearest school, Coeur D'Alene Avenue Elementary School, is .32 miles away. These and other residents that front the south side of the project may be subjected to dust and construction equipment emissions during the project construction. The project specifications would require the contractor to control dust by appropriate means such as BMP WM-3, Stockpile Management, BMP WE-1 Wind Erosion Control, and BMP TC-1 Stabilized Construction Entrance/Exit, (see Appendix B) and comply with all applicable air pollution control regulations. As described in III (a) the air pollutants or emissions generated by construction of the proposed project would not exceed SCAQMD's significant thresholds and would further dissipate prior to reaching any sensitive receptors

Potential
Significant Impact

Less than
Significant Impact
With Mitigation

Less Than
Significant Impact

No Impact

posing a less than significant impact. Therefore, impacts to air quality in relation to the exposure of nearby residents to substantial pollutant concentrations are expected to be below the level of significance. Incorporation of BMP's would serve to further reduce potential impacts.

- e) Create objectionable odors affecting a substantial number of people?

☐ ☐ ☒ ☐

Objectionable odors may be generated from exhaust fumes of diesel trucks and construction equipment during construction activities. These types of odors would be short-term and temporary. The use of diesel powered equipment would occur only during the construction period and the proposed project would implement BMP's during construction (such as shutting off equipment when not in use and limiting idling time in accordance with State law) that would further reduce this potential impact to nearby residents. The operation of the proposed project would not include any long-term operation of any new sources of odor. Thus, the impact is considered less than significant.

IV. **BIOLOGICAL RESOURCES** - Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐ ☒ ☐ ☐

Based on the June 2011, preconstruction surveys for the 18-inch Waterline Replacement Project which has the same alignment as the proposed street improvement project, it was determined that birds and nests were found to be in the vicinity of the project area. This would include Egret and Heron Rookeries near the project site. The Snowy Egret is on the United States Bird Conservation Watch list and has been known to breed in trees near the proposed project area since 2005. The Black-crowned Night Heron is listed as a sensitive species by the Bureau of Land Management and has also been breeding in these trees since 1995. There would be a less than significant impact with incorporation of the following mitigation measure.

Mitigation Measure BIO-1: Prior to project construction a qualified biologist will perform a preconstruction bird survey for nesting migratory birds in the project area, including the 78 trees to be removed in the project area. If these species, or any candidate, sensitive, or special status species are found within 300 feet of the project area a biologist will monitor the activity of the nesting birds. Construction noise shall not exceed 85 dB or peak preconstruction ambient noise levels at any active nesting site. If the highest value of these noise levels is exceeded the biologist will continue to monitor the behavior of the birds for adverse effects on nesting activities as long as the nest is active. If adverse effects are identified, sound mitigation measures such as sound shields, sound walls, or blankets around engines shall be used. If these sound mitigation measures do not reduce noise levels, construction within 300 feet of the nesting birds shall cease and shall not recommence until either new sound mitigation can be employed or nesting is complete. Therefore, with this mitigation measure, the proposed project impacts are expected to be considered less than significant.

Potential
Significant Impact

Less than
Significant Impact
With Mitigation

Less Than
Significant Impact

No Impact

Hérons and egrets have been observed to nest in a small portion of the project vicinity and could be disturbed by the construction noise. On page 5-11 of the Conservation and Management Plan for Marina del Rey, Los Angeles County California, August 19, 2010, it states "...that levels in excess of 100 dB have been recorded at heron and egret nests near Oxford Basin with no apparent adverse effects (Chambers Group)." Interference with nesting herons and egrets would be a significant impact. This impact would be reduced to less than significant with implementation of the following mitigation measure.

Mitigation Measure BIO-2: A qualified biologist shall be present during all activities that involve heavy construction near heron and egret rookeries. The biologist shall monitor noise and bird behavior during construction activity that involve heavy equipment. Construction noise shall not exceed 85 dB or peak preconstruction ambient noise levels at any active nesting site. If construction noise exceeds the highest value of either the peak preconstruction ambient normal noise levels recorded at the rookeries or 85 dB, the biologist will continue to monitor the behavior of the birds for adverse effects on nesting activities. If adverse effects are identified, sound mitigation measures such as sound shields, sound walls or blankets around engines shall be used. If these sound mitigation measures do not reduce noise levels and/or disturbance to the nesting birds, construction within 300 feet of the nesting trees shall cease and shall not recommence until either new sound mitigation can be employed or nesting is complete.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? ☐ ☐ ☒ ☐

The project work site contains urbanized landscape habitat with no evidence of any riparian habitat or other sensitive natural communities. Oxford Basin, a flood control facility, lies approximately 50 feet north of a portion of the project work area but will not be impacted. Therefore, a less than significant impact would occur.

- c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ☐ ☐ ☒ ☐

There is no potential for wetlands to occur in the construction area, as the surfaces in the vicinity of the roadway are either impermeable hardscape or nonnative trees and shrubs. The nearest wetlands lie approximately 50 feet north of the project limits within the normal water level boundary of Oxford Basin. With the implementation of construction BMP's the proposed project would not have a substantial adverse effect on any federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

- d) Interfere substantially with the movement of any native resident, migratory fish, or wildlife species; or with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites? ☐ ☒ ☐ ☐

There are no wildlife corridors within the project work area. Approximately 50 feet north of the work area, is Oxford Basin, which is surrounded by urban development and primarily supports urban-associated wildlife. Oxford is not considered a significant migration pathway. Oxford Basin is at the back of Marina del Rey, which is not a migration corridor for fish.

Potential
Significant Impact

Less than
Significant Impact
With Mitigation

Less Than
Significant Impact

No Impact

As discussed above in a), herons and egrets breed in trees along a small portion of the proposed project limits. Interference with nesting birds including nesting herons and egrets would be a significant impact. This impact would be reduced to less than significant with implementation of **Mitigation Measures BIO-1 and BIO-2**.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ☐ ☐ ☒ ☐

As described in I b. and IV d., the median and sidewalk improvements along the proposed project limits would necessitate the removal of 78 trees. Mitigation Measure AES-1 provides for planting of 83 trees in the reconstructed medians. The tree removal and replanting work will be performed in accordance with the Conservation and Management Plan for Marina del Rey guidelines. This will include biological surveys, notification to the Department of Beaches and Harbors, and submittal of tree replacement monitoring reports. Thus, the proposed project would not conflict with any local policies or ordinances protecting biological resources.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or State habitat conservation plan? ☐ ☐ ☒ ☐

The project will be implemented in accordance with the Conservation and Management Plan for Marina del Rey guidelines with regards to the tree removal, tree planting and construction near egret, heron, water bird or raptor nesting sites. With these compliance measures, the proposed project will not conflict with local policies or ordinances protecting biological resources. There will be a less than significant impact.

V. **CULTURAL RESOURCES** - Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? ☐ ☐ ☒ ☐

An Assessment of Cultural Resources was conducted for the Department's Water Pipeline Replacement Project which has the same alignment as the proposed street improvements project. The search of available historical records in the project limits indicates that there are several historic structures located northeast and northwest of Marina del Rey although no cultural resource sites were identified adjacent to or within the work area. The proposed street improvements lie within existing road right-of-way. As all of this work is occurring in previously disturbed area of the original road, the proposed project would not cause a significant adverse change in the significance of a historical resource. No physical demolition, destruction, relocation, or alteration of any historical resource or its immediate surroundings is proposed. A less than significant impact will occur.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? ☐ ☐ ☒ ☐

A Cultural Resources Records Search was conducted along the proposed project alignment and was indicated that the Admiralty Site (CA-LAN-47) is located near the project alignment. The proposed street improvement project would involve cold milling the existing pavement to a maximum depth of 4.5 inches. This work is not expected to cause a substantial adverse change in the significance of an archaeological resource. However, if any archaeological resources are discovered during construction, the

	Potential Significant Impact	Less than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
contractor will cease all construction activities in accordance with Section 6-3.2 of the Standard Specifications for Public Works Construction as stated in Section 2-5.1.2 of the Project Special Provisions. The County will subsequently have a specialist examine the project site for cultural resources. Thus, the effect of the proposed project on these resources is considered less than significant.				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed construction would involve resurfacing the existing pavement and road base material to a maximum depth of 4.5 inches and placement of 1.5 inches of asphalt pavement. The underlying soils of the affected roadway are likely to have been disturbed by past roadway construction. Hence, it is unlikely that any paleontological resources or any unique geologic features exist within the project limits. This work will not directly or indirectly destroy any paleontological resources or alter any unique geologic features. A less than significant impact will occur.				
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed construction would involve resurfacing the existing pavement by cold milling to a maximum depth of 4.5 inches and placement of asphalt pavement. The work is within the disturbed area of the existing road prism and not likely to affect any human remains. However, if any human remains are discovered during construction, the contractor will cease all construction activities in accordance with Section 6-3.2 of the Standard Specifications for Public Works Construction as stated in Section 2-5.1.2 of the Project Special Provisions. The County will subsequently have the Coroner examine the project site for human remains. This work is not likely to disturb any human remains, including those interred outside of formal cemeteries. A less than significant impact will occur.				

VI. GEOLOGY AND SOILS

The proposed project is located in the unincorporated County community of Marina del Rey. Marina del Rey is located on the coastal plain of the Los Angeles basin, with the Santa Monica Mountains on the north and the Baldwin Hills on the south and east. The Santa Monica Mountains compose the central portion of the Transverse Ranges of Southern California, running from Point Arguello (north of Santa Barbara) into the Mojave Desert. The Transverse Ranges consist of several large areas of seismically active uplifted basement rocks. The Baldwin Hills represent a surface expression of the Newport/Inglewood Fault, formed over the past several million years. To the west of the Baldwin Hills is the Ballona Escarpment, created over time by erosion activity of Ballona Creek.

Marina del Rey is generally located on what is known as the Southwestern Block of the Los Angeles basin (the portion of the basin south of the Santa Monica Mountains), which consists chiefly of marine clastic 1 and organic sedimentary strata of middle Miocene to Recent age, including igneous rocks of middle Miocene age. The lower sequence generally consists of marine sandstone, siltstone, and minor amounts of conglomerate, deposited in a shallow marine environment.

Potential
Significant Impact

Less than
Significant Impact
With Mitigation

Less Than
Significant Impact

No Impact

Marina del Rey is located in the near vicinity of two major fault systems, the Santa Monica Fault zone and the Newport Inglewood fault zone. The Santa Monica Fault zone is comprised of several major active faults, including the Malibu Coast fault, located some 7 miles northwest of the project site and capable of generating a magnitude 7.0 earthquake, as well as the Santa Monica, Hollywood, Raymond, Sierra Madre, and Cucamonga Faults. The active Hollywood Fault runs along the southern edge of the Santa Monica Mountains to the north. The active Newport-Inglewood Fault Zone, which includes the nearby Charnock and Overland faults, runs from off the coast of Newport Beach to Culver City, and is responsible for the chain of low hills extending from Signal Hill to the Baldwin Hills. Each of these fault zone systems is capable of producing large earthquakes, with a maximum credible earthquake estimated as a magnitude 7.5 event on the Santa Monica–Hollywood Fault and a 7.4 event on the Newport-Inglewood Fault. Both of these would result in severe earthshaking in the project area. The project area is not located within a State of California Earthquake Fault Zone (Alquist-Priolo Special Studies Zone).

- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ☐ ☐ ☒ ☐

The proposed street improvement project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface faulting and fault rupture to built structures. Fault rupture generally occurs within 50 feet of an active fault line and is limited to the immediate area of the fault zone where the fault breaks along the surface. Because the project site is not located within an Alquist-Priolo Earthquake Fault Zone, a less than significant impact would occur from fault rupture.

- ii) Strong seismic ground shaking? ☐ ☐ ☒ ☐

The proposed street improvement project would be located in the vicinity of the Santa Monica Fault/Newport Inglewood fault zone systems. Each of these fault zone systems is capable of producing large earthquakes, with a maximum credible earthquake estimated as a magnitude 7.5 event on the Santa Monica–Hollywood Fault, and a 7.4 event on the Newport-Inglewood Fault. Both of these could result in strong seismic ground shaking in the project area. However, the project involves reconstruction of the existing roadway and will not constitute an additional risk significantly greater than the risk already present in the Marina del Rey area. There would be a less than significant impact.

- iii) Seismic-related ground failure, including liquefaction? ☐ ☐ ☒ ☐

The proposed street improvement project is located in an area designated as having high liquefaction potential because of shallow depth to groundwater in the near proximity of the marina. However, the road reconstruction project will not constitute an additional risk beyond that which is already present in the Marina del Rey area.

	Potential Significant Impact	Less than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The proposed project location is in a residential and commercial area, consisting of relatively flat terrain; it does not contain any geologic features (i.e., hills or mountains), which may result in landslides. Therefore, the project will have no impact on landslides.</p>				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Construction of the proposed project would not result in soil erosion or loss of topsoil. The proposed street improvement project involves cold milling to a maximum depth of 4.5 inches of the existing pavement and installation of 1.5 inches of asphalt pavement. No topsoil will be affected by this work. The project specifications will require the contractor to properly control erosion and dispose of any excess excavated materials. Therefore, the impact of the proposed project to the loss of the soil or erosion would be considered less than significant.</p> <p>During construction activities the contractor is required to implement BMP's to stem any erosion of construction materials from the site. This will include:</p> <ul style="list-style-type: none"> • All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized using water, chemical stabilizer/suppressant, covered with a tarp, or other suitable cover in accordance with BMP WE-1, Wind Erosion Control, (see Appendix B). • The plans and specifications will require the contractor to comply with BMP WM-3 Stockpile Management, BMP TC-1 Stabilized Construction Entrance/Exit (see Appendix B). 				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project improvements would include resurfacing the existing roadway pavement by cold milling to a maximum depth of 4.5 inches of the pavement surface, with subsequent placing of 1.5 inches of asphalt pavement. In addition, while the project is located in a potential liquefaction zone, the project would neither increase overall exposure to such an event nor increase the probability of such an event occurring. The project will have a less than significant impact on unstable soil.</p>				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Expansive soils generally result from soils such as clay, claystone, and shale that expand when saturated and shrink in volume when dry. Expansive soils can cause cracking and damage in paved surfaces, building walls, and foundations. The late Holocene flood plain deposits and artificial fill that characterize the soils in the project area typically consist of unconsolidated sandy or silty alluvium and engineered and nonengineered fill material (California Geologic Survey 1998). Borings were previously performed in a small segment of the project limits and indicated that the fill under this segment of existing road pavement and base consisted primarily of sand, silty sand and clayey sand materials. As such, the expansion potential is considered to be low. There would be a less than significant impact.</p>				

- | | Potential
Significant Impact | Less than
Significant Impact
With Mitigation | Less Than
Significant Impact | No Impact |
|--|---------------------------------|--|---------------------------------|-------------------------------------|
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| There are no septic tanks or sewer pipes at the project site. Therefore, the project will have no impact on the use of septic tanks or alternative waste disposal systems. | | | | |

VII. GREENHOUSE GAS EMISSIONS

CEQA requires lead agencies to evaluate potential environmental effects based to the fullest extent possible on scientific and factual data. Significance conclusions must be based on substantial evidence, which includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. The project will generate emissions of carbon dioxide (CO₂) in the form of vehicle exhaust during construction.

The California Air Resources Board has statutory responsibility to maintain a statewide inventory for California Greenhouse Gas emissions. The GHG inventory compiles statewide anthropogenic GHG emissions and sinks. It includes estimates for CO₂, methane (CH₄), nitrous oxides (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, and perfluorocarbons.

The Global Warming Potential is the potential of a gas or aerosol to trap heat in the atmosphere. Individual GHG compounds have varying GWP. The reference gas for the GWP is CO₂; CO₂ has a GWP of one. The calculation of the CO₂ equivalent (CO₂e) is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent metric. Methane's warming potential of 21 indicates that methane has a 21 times greater warming affect than CO₂ on a molecule per molecule basis. A CO₂e is the mass emissions of an individual GHG multiplied by its GWP. GHGs are often presented in units called million metric tons (MMT) of CO₂e (MMT CO₂e). The current inventory covers years 2000 to 2006. The Inventory shows 186 MMT CO₂e for the Transportation sector, 106 MMT CO₂e for the Electric Power sector, 44 MMT CO₂e for the Commercial and Residential sector, 96 MMT CO₂e for the Industrial sector, 6 MMT CO₂e for the Recycling and Waste sector, 15 MMT CO₂e for the high GWP sector, and 30 MMT CO₂e for the Agriculture sector in 2006.

- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

On September 27, 2006, Assembly Bill 32, the California Global Warming Solutions Act of 2006, was enacted by the State of California in order to address global climate change by reducing greenhouse gases. Assembly Bill 32 (AB 32) limits GHG emissions for 2020 based on 1990 emission levels and directs California Air Resources Board to develop significance thresholds. Gases known to contribute to the Greenhouse Effect are carbon dioxide (CO₂), methane (CH₄), ozone, nitrous oxide (N₂O), water vapor, hydrofluorocarbons, chlorofluorocarbons, and sulfur hexafluoride. According to the report "California's Greenhouse Gas Emissions and Sinks: 1990 to 2004", the principal greenhouse gas in California is carbon dioxide, accounting for over 80 percent of the GHG emissions.

Potential
Significant Impact

Less than
Significant Impact
With Mitigation

Less Than
Significant Impact

No Impact

There are no thresholds of significance or specified methodology contained in the CEQA Statue or Guidelines for performing an impact analysis on GHG emissions. An estimate of the GHG emission for the project is presented below. For comparison purposes the SCAQMD significance threshold for GHG emissions is included for reference. Again, this analysis is for information and discussion purposes only as quantitative GHG guidelines and thresholds have not been specified in CEQA.

TABLE 4 - ESTIMATE OF PROJECT –RELATED GREENHOUS GAS EMISSIONS
(metric tons of Carbon Dioxide Equivalent (MTCO₂e) per year)

Project Emissions	Carbon Dioxide Equivalent (MTCO ₂ e)
Project Construction Total Emissions	767
SCAQMD Significance Threshold	3,000
Threshold Exceeded?	No

The proposed project consists of resurfacing the existing roadway pavement on Admiralty Way between Via Marina and Fiji Way; Via Marina from Marquesas Way to Washington Boulevard; Bali Way from Admiralty Way to Lincoln Boulevard; and Mindinao Way from Admiralty Way to Lincoln Boulevard. No new development construction is proposed. The proposed roadway improvements are needed for pavement preservation purposes. Any construction or development resulting from repair activities would be subject to environmental review. Following construction, the proposed project would not result in any new sources of GHG emitters, nor would the proposed project create a new use that would attract vehicle trips that otherwise would not occur. As shown above in Table 4, Estimate of Project Related GHG, the GHG emitted during the project is less than the SCAQMD Significance Threshold. Therefore, the proposed project will generate GHG emissions that have a less than significant impact on the environment.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

☐ ☐ ☒ ☐

The proposed project will not conflict with any applicable plans, policies or regulations adopted for the purpose of reducing the emissions of GHG. No new development is proposed. Any new construction or development resulting from the proposed project would be subject to environmental review. In addition, the GHG emissions presented above in Response VII (a) indicate a less than significant impact with respect to comparable thresholds. Therefore, the proposed project will have a less than significant impact on the environment.

The following discussion is provided for information purposes regarding the County of Los Angeles Energy and Environmental Policy:

County of Los Angeles Energy and Environmental Policy

On January 16, 2007, the County adopted the Energy and Environmental Policy to increase energy efficiency, improve air quality, and address global warming. The Energy and Environmental Policy provides guidelines for development and enhancement of energy conservation and environmental programs within County departments. The policy includes four program areas in order to promote "green" design and operation of County facilities and reduces the County's "environmental footprint." A brief description of each program area is provided as follows:

Energy and Water Efficiency

The program seeks to reduce the County's consumption of energy (electricity and natural gas) and water to achieve the goal of reducing energy consumption in County facilities by 20 percent by the year 2015. Initiatives to reduce energy and water consumption include:

- Implementing and monitoring energy and water conservation practices;
- Implementing energy and water efficiency projects; and
- Enhancing employee energy and water conservation awareness through education and promotions

Environmental Stewardship

The County shall measure and reduce its "environmental footprint". An organization's environmental footprint is determined by the quantifiable impact of operations in terms of resource consumption, waster generation, and generation of pollutants. The program includes:

- Investigate requirements and preferences for environmentally friendly packaging, greater emphasis on recycled products, minimum energy efficiency standards for appliances, etc.;
- Place emphasis on recycling and landfill volume reduction within County buildings;
- Investigate the use of environmentally friendly products; and
- Support environmental initiatives through investigation of existing resources

Public Outreach and Education

The program will utilize County communications and outreach channels to share utility industry information, facilitate implementation of assistance programs, and spread information and education on energy conservation practices through the region. The program includes:

- Dissemination of energy related information including energy and water conservation practices, utility rates and rate changes, rotating power outage information, emergency power outage information, energy efficiency incentives; and
- Seek collaboration with local governments, public agencies, and County affiliates to strengthen regional, centralized energy and environmental management resources, and develop opportunities for information and cost sharing in energy management and environmental activities

Sustainable Design

The Sustainable Design Program seeks to optimize the performance and extend the useful life of the County's buildings through the integration of sustainable "green" features into the design of the County's capital improvement and refurbishment projects. Program features include:

- Enhance building sustainability through the integration of green, sustainable principles into the planning, design, and construction of County capital projects, which:
- Complement the functional objectives of the project;
- Extend the life cycle/useful life of buildings and sites;
- Optimize energy and water use efficiency;
- Improve indoor environmental quality and provide healthy work environments;
- Reduce ongoing building maintenance requirements; and
- Encourage use and reuse of environmentally friendly materials and resources;
- Establish a management approach that instills and reinforces the integration of sustainable design principles into the core competency skill set of the County's planners, architects, engineers, and project managers;
- Establish practical performance measures to determine the level of sustainability achieved relative to the objectives targeted for the individual project and overall capital program

Since the adoption of the Policy, the County has taken steps to ensure compliance with the goals of the Policy and improve air quality, combat global warming, and improve the conditions of the County's environment.

VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ☐ ☐ ☒ ☐

The proposed street improvement project will not involve excavation of known contaminated materials. The project specifications would require the contractor to control dust by appropriate means such as BMP WM-3, Stockpile Management, BMP WE-1 Wind Erosion Control, and BMP TC-1 Stabilized Construction Entrance/Exit. The contractor will be required to ensure that all applicable laws in accordance with local, state, and federal regulations are in compliance. Therefore the project impact on the public or environment through the routine transport, use, or disposal of hazardous materials is considered to be less than significant.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ☐ ☐ ☒ ☐

Combustion engine fluids from the construction equipment and contaminated soils are potentially hazardous substances. Necessary precautions will be taken to prevent the spillage of any hazardous substances that may affect the public or the environment at the project site. The project specifications would require the contractor to properly maintain all equipment and to transport contaminated soil under uniform hazardous waste manifest during construction. In the event of any spills of fluids, the contractor is required to remediate according to all applicable laws regarding chemical cleanup. With the

	Potential Significant Impact	Less than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
establishment of handling and disposal protocols, and employment of the BMP's, and observance of state laws regarding disposition of the contaminated excavated materials there will also be a less than significant impact to the public or the environment.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The handling and disposal protocols, and employment of the BMP's, and observance of state laws regarding disposition of the above will have a less than significant effect on hazardous emissions. Furthermore, the closest school, the Coeur d'Alene Elementary School, is greater than one-quarter mile north of the project site. Therefore, there will be a less than significant impact.				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project would not take place on a site, which is known to be included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5. The old Venice dump lay under fill below portions of the road within the proposed street improvement project limits. The Venice dump is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The old Venice dump is designated as CERCLIS- No Further Remedial Action Planned. A preliminary assessment of the site was done in 1984 and, based on the available information, it was determined that no further action was required (LADPW 2010). The road street improvement project involves cold milling to a maximum depth of 4.5 inches of the existing pavement with subsequent placement of 1.5 inches of asphalt pavement. The impact of constructing on a CERCLIS-NFRAP site would be less than significant.				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The closest airport is the Santa Monica Municipal Airport located 1.8 miles north of the project site. The Los Angeles International Airport (LAX) is located 3 miles southeast of the project site. Safety hazards at airports are generally related with aircraft accidents, especially during takeoff or landing. Airport operation hazards include incompatible land uses, power transmission lines, wildlife hazards, and tall structures that can interfere with aircraft operations. The proposed project would not construct any tall buildings or structures that would interfere with local airport operations, resulting in a safety hazard. The proposed project involves reconstruction of the existing road. The proposed project would not result in any impacts related to airport safety hazards.				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project is not located within the vicinity of a private airstrip. In addition, the closest airport is the Santa Monica Municipal Airport located 1.8 miles north of the project site. Thus, the proposed project will have no impact relating to airstrip safety for people residing or working in the project area.				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed street improvement project would not interfere with a current emergency response plan or an emergency evacuation plan for local, state, or federal agencies. The project specifications will require at least one through traffic lane to remain open at all				

Potential
Significant Impact

Less than
Significant Impact
With Mitigation

Less Than
Significant Impact

No Impact

times during construction with notification to given to emergency service providers within the area. Construction and operational activities would follow CalOSHA and OSHA requirements. Access to all local roads would be maintained during construction. Notification to, and coordination with, the local police and fire departments will be implemented before and during the construction work. Consequently, the project construction would have a less than significant impact on emergency response and evacuation plans.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ☐ ☐ ☐ ☒

The proposed street improvement project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. The project site is in a developed area with no flammable brush wildlands located in the vicinity and is not expected to increase any wildfire risk. Thus, no impact is expected.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

- a) Violate any water quality standards or waste discharge requirements? ☐ ☐ ☒ ☐

Construction activities include cold milling to a maximum depth of 4.5 inches of the existing pavement with subsequent placement of 1.5 inches of asphalt pavement. The contractor is required to implement BMP's as required by the National Pollutant Discharge Elimination System (NPDES) permit issued to the County by the Regional Water Quality Control Board (RWQCB) to minimize construction impacts on water quality. Some BMP's may include proper stockpiling and disposal of debris material and soil; protecting existing storm drain inlets; stabilizing disturbed areas; erosion control; proper management of construction materials; waste management; and sediment control. Therefore, complying with the recommended BMP's, the project will have a less than significant effect on the water quality standards or waste discharge requirements.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)? ☐ ☐ ☒ ☐

The proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, since the project would not involve the use of any substantial amounts of water. Thus, impacts to groundwater supplies or groundwater recharge are expected to be less than significant. .

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? ☐ ☐ ☒ ☐

The proposed project would not result in changes to existing drainage patterns of the project site because the topography of the existing road would be maintained. Thus less than significant erosion or siltation impacts are expected to occur and impacts on the rate or amount of surface runoff will be less than significant.

	Potential Significant Impact	Less than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? The proposed project would not change the permeability factors of the road surface and topography of the existing road. The project would not alter the existing drainage pattern or increase the rate of runoff in a manner, which would result in flooding on-or off-site on any property. Therefore, impacts will be less than significant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? The proposed project construction would not result in substantial additional surface water runoff during storms since there would be no significant change to the permeability's of the existing surfaces or the topography of the road. Construction is expected to be scheduled during dry periods. Therefore, the impact of the proposed project on existing or planned stormwater drainage systems is considered less than significant	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality? The contractor will be required to adhere to all applicable BMP's to minimize any degradation to water quality during construction. Thus, the proposed project will have a less than significant impact on water quality.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Existing flood hazards are established by the Federal Emergency Management Agency. According to the Federal Emergency Management Agency's Flood Insurance Rate Map Community-Panel No. 06037C1752F ¹ , the proposed project site is located in Flood Hazard Zone "X." A Flood Hazard Zone "X" is defined by Federal Emergency Management Agency as an area of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood. Implementation of the proposed project will not place housing within a 100-year flood hazard area. The proposed project does not affect the existing flood map. Therefore there would be no impact.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? The proposed road reconstruction project will not place any structures within a 100-year flood hazard area that impede or redirect flood flows.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? The proposed road reconstruction project would not include activities that could expose people or structures to a significant risk of loss, injury, or death involving flooding.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow? The proposed project would not include activities that could expose people or structures to inundation by seiche, tsunami, or mudflow.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹ Community-Panel Number 06037C1752F dated 09/26/2008

Potential Significant Impact	Less than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
---------------------------------	--	---------------------------------	-----------

X. LAND USE AND PLANNING - Would the project:

- a) Physically divide an established community?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project involves reconstruction of the existing road way. Two lanes of traffic would be kept open during construction. The project would not physically divide an established community. Therefore, there will be no impact.

- b) Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project involves resurfacing of the existing pavement in a manner that maintains the current road grade and alignment. The project would not conflict with the General Plan of the County of Los Angeles, the Conservation and Management Plan for Marina del Rey, or the Local Coast Program, or any other applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There will be a less than significant impact.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The project resurfacing and tree removal work will be implemented in accordance guidelines and requirements of the Conservation and Management Plan for Marina del Rey. All necessary notifications, preconstruction bird surveys, and tree replanting work, and post planting monitoring reports will be performed. Thus, the proposed project will have a less than significant impact with regards to conflicts with any applicable habitat conservation plan or natural community conservation plan.

XI. MINERAL RESOURCES - Would the project

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would be limited to the reconstruction of the existing roadway pavement and base. The work would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would be limited to the reconstruction of the existing roadway pavement and base. The work would not result in the loss of availability of a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. There would be no impact.

XII. NOISE - Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Operational Noise

There will be no change in the operational noise of the project after construction is completed with respect to existing noise levels. The project will not generate any new traffic.

The County of Los Angeles General Plan has adopted the State of California Land Use Compatibility for Community Noise Environments Matrix for noise compatibility standards. These standards are presented in a Community Noise Equivalent Level, which is a weighted 24 hour average noise level.

The matrix presents exterior noise level standards for a variety of land uses that would be applicable to operational noise impacts. Noise level limits for residential and commercial properties are 45 dBA CNEL between the hours of 10 p.m. to 7 a.m., and 50 dBA CNEL between the hours of 7 a.m. to 10 p.m.

Construction Noise

County of Los Angeles Ordinance 12.12.030 prohibits construction activities on Sundays, or at any other time between the hours of 8 p.m. and 6:30 a.m., the following day. More specifically, the ordinance states that no person shall perform any construction or repair work of any kind upon any building or structure, or perform any earth excavating, filling or moving, where any of the foregoing entails the use of any air compressors; jackhammers; power-driven drill; riveting machine; excavator, diesel-powered truck, tractor or other earth moving equipment; hand hammers on steel or iron, or any other machine, tool, device or equipment, which makes loud noises to the disturbance of persons occupying sleeping quarters in a dwelling, apartment, hotel, mobile home, or other place of residence. (Ord. 9818 § 1, 1969; Ord. 8594 § 6, 1964.)

Paragraph B of Ordinance 12.08.440 states that the contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule shown in Table 5.

**Table 5: Construction Noise Level Limits,
Los Angeles Noise Ordinance 12.08.440**

	Single Family Residential	Multi-family Residential	Semi residential/ Commercial
Daily, except Sundays and legal holidays, 7 a.m. to 8 p.m.	75dBA	80dBA	85dBA
Daily, 8 p.m. to 7 a.m. and all day Sunday and legal holidays	60dBA	64dBA	70dBA

Ordinance 12.08.440 also requires all mobile or stationary internal-combustion-engine powered equipment or machinery be equipped with suitable exhaust and air-intake silencers in proper working order.

In summary, the proposed project could be subject to County of Los Angeles Ordinance 12.12.030, which prohibits construction activities on Sundays, or at any other time between the hours of 8 p.m. and 6:30 a.m., the following day; and Ordinance 12.08.440, which sets maximum noise level limits for single-family, multi-family, semi-residential/commercial land uses. The project would be prohibited from causing noise levels to reach maximum noise levels as shown in Table 5. Table 6 lists typical construction equipment noise levels for equipment that would be used during construction of the proposed project.

Table 6: Noise Associated with Typical Construction Equipment

Equipment Description	Maximum Noise levels measured (dBA at 50 feet)
Air Compressor	86
Dozer	85
Dump Trucks	84
Front End Loader	80
Generator (more than 25 Kilo Volt Amperes (KVA))	82
Jackhammer	88
Source: Thalheimer	

However, the construction noise levels of the proposed project are exempt from the noise limits of the County Noise Control Ordinance as specified in the County Noise Control Ordinance Part 5 Exemptions, H: 5

Public Health and Safety Activities. All transportation, flood control, and utility company maintenance and construction operations at any time on public right of way, and those situations, which may occur on private real property deemed necessary to serve the best interest of the public and to protect the public's health and well-being, including but not limited to street sweeping, debris and limb removal, removal of downed wires, restoring electrical service, repairing traffic signals, unplugging sewers, snow removal, house moving, vacuuming catch basins, removal of damaged poles and vehicles, repair of water hydrants and mains, gas lines, oil lines, sewers, etc.

Therefore, the proposed project would be expected to result in less than significant construction noise impacts in relation to exposure or generation of noise levels in excess of established standards.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ☐ ☐ ☒ ☐

Construction of the project could cause minimal, temporary ground vibration during construction. However, the project specifications would require the contractor to comply with all noise laws and ordinances.

Table 7 shows the peak particle velocities of some common construction equipment. None of the construction equipment used for the project will cause excessive groundborne vibration.

Table 7: Typical Construction Equipment Vibration Emissions¹

Equipment	Peak Partial Velocity in Inches per second		
	At 25 ft.	At 50 ft.	At 100 ft.
Jackhammer	0.035	0.012	0.004
Loaded Trucks	0.076	0.027	0.010
Large Bulldozer	0.089	0.031	0.011
Small Bulldozer	0.003	0.001	0.000
Source: Federal Transit Administration: Transit Noise and Vibration Impact Assessment, 2006 Bold values are considered annoying to people			

Table 8: Human Reaction to Typical Vibration

Levels ¹ Vibration Level Peak Particle Velocity in inches/second	Human Reaction
0.0059-0.0188	Threshold of perception, possibly of intrusion
0.0787	Vibrations readily perceptible
0.0984	Continuous vibration begins to annoy people
0.1968	Vibrations annoying to people in buildings
0.3937-0.5905	Vibrations considered unpleasant when continuously subjected and unacceptable by some walking on bridges
Source: California Department of Transportation: Traffic Noise Analysis Protocol for New Highway and Reconstruction Projects , 1992	

As stated above, the project site is surrounded by multi-residential and commercial land uses. Groundborne vibration and noise may be noticeable at sensitive receptors within 100 feet of construction activities and annoying to receptors located less than 100 feet from the construction activities.

Therefore, the project impacts would be considered less than significant, since construction would be for a short period and would not expose people to severe noise levels or excessive groundborne vibration.

- | | Potential
Significant Impact | Less than
Significant Impact
With Mitigation | Less Than
Significant Impact | No Impact |
|--|---------------------------------|--|-------------------------------------|--------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The proposed project would not result in an increase in ambient noise levels in the project vicinity above levels existing without the project following construction. The proposed reconstruction of the roadway pavement would result in short-term increases in noise levels during the construction period but would not result in any change in existing noise levels once the construction is complete. It is noted that deterioration in the pavement surface caused by car and truck traffic will be eliminated by the resurfacing work. Hence, the project once constructed will reduce traffic noise. Therefore, there would be a less than significant impact on increases in ambient noise levels in the project vicinity.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project is expected to result in less than significant impacts to noise in relation to temporary or periodic increases in ambient noise levels. During the construction phase of the project, temporary noise would be generated. Construction activities will be limited to normal County regulated hours. It is noted that the cracking, and wear in the pavement surface will be mitigated by the resurfaced roadway resulting from this project. Hence, the project once constructed will reduce traffic noise. However, as discussed previously, the temporary or periodic increases in noise levels would be exempt from the noise restriction of the County Noise Control Ordinance. Therefore, the proposed project is expected to result in less than significant impacts to noise related to temporary or periodic increases in ambient noise levels.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project site is located approximately 1.8 miles north of Los Angeles International Airport and approximately 1.8 miles south of the Santa Monica Municipal Airport. The proposed road reconstruction project will not change the grade but will improve the wearing surface of the existing road and will not result in the exposure of people residing or working in the area to excessive noise levels. There will be a less than significant impact.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project is not located within the vicinity of a private airstrip and therefore will not expose people residing or working in the area to excessive noise levels. There will be no impact.

XIII. POPULATION AND HOUSING - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project would not induce substantial population growth, either directly or indirectly as a result of the reconstruction of the roadway. No change in use is proposed. Therefore, no impacts are expected.

- | | Potential
Significant Impact | Less than
Significant Impact
With Mitigation | Less Than
Significant Impact | No Impact |
|---|---------------------------------|--|---------------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The proposed project would not displace existing housing or people because the work is limited to the reconstruction of the existing road. No housing construction, demolition, or change in use is proposed. There will be no impact. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed project would not displace any homes because it involves reconstruction of the existing road. Therefore, no impacts would occur. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV PUBLIC SERVICES

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: | | | | |
| i) Fire protection?

The proposed project would not result in the provision of or need for any new or physically altered fire protection facilities. There will be no impact. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Police protection?

The proposed project would not result in the provision of or need for any new or physically altered police protection. There will be no impact. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Schools?

The proposed project would not result in the provision of or need for any new or physically altered school facilities. There will be no impact. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Parks?

The proposed project would not result in the provision of or need for any new or physically altered park facilities. No construction or change in use is proposed. There will be no impact. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| v) Other public facilities?

The proposed project would not result in the provision of or need for any new or physically altered public facilities. There will be no impact. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XV. RECREATION

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The proposed road reconstruction project would not increase the use of existing parks or other recreational facilities. No construction or development is proposed. There will be no impact. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

- | | Potential
Significant Impact | Less than
Significant Impact
With Mitigation | Less Than
Significant Impact | No Impact |
|---|---------------------------------|--|---------------------------------|-------------------------------------|
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- The proposed project does not include recreational facilities or require the construction or expansion of any recreational facilities. There will be no impact.

XVI TRANSPORTATION/TRAFFIC

Marina del Rey's internal circulation system consists of two main components. First, two secondary highways - Admiralty Way on the east and north, and Via Marina on the west - serve as the main collector roads within the Marina. Second, a number of local streets provide access to the waterfront along local roads, including Fiji Way, Mindanao Way, and Bali Way on the east side, and Tahiti Way, Marquesas Way, Panay Way, and Palawan Way on the west side.

Outside the Marina, two state highways serve the area. They are the Marina Freeway/Expressway (Route 90) and Lincoln Boulevard (Route 1). The Route 90 Freeway and its extension to Lincoln Boulevard serve as the main access to the Marina from the east. Connections between Route 90 and the San Diego Freeway provide access to the westside and southbay. Mindanao Way is the only Marina street that connects directly with the Route 90 extension, but some Route 90 traffic uses Lincoln Boulevard to Bali Way as an alternate route to the Marina.

Lincoln Boulevard serves north and southbound traffic along the eastern boundary of the Marina and provides access to the Marina via three connecting local streets (Fiji Way, Mindanao Way, and Bali Way). Culver Boulevard and Jefferson Boulevard serve as the major east-west corridors linking the area to communities east of Lincoln, and south to Westchester.

Access to and from Venice is provided via Palawan Way and Via Marina connections to Washington Boulevard. Outlets to the Venice Silver Strand community are provided at Marquesas Way, Tahiti Way, Bora Bora Way, and the south exit of Via Marina.

Table 9 in Appendix C, shows the traffic counts on major streets in the vicinity of the project limits.

- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project will require transportation of construction equipment and materials to the proposed project site. This could minimally increase the existing traffic. The project will not result in any permanent changes to the traffic circulation system. The proposed project does not conflict with any applicable plan, ordinance or policy established measures of effectiveness for the performance of the circulation system in this area.

	Potential Significant Impact	Less than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<p>The greatest amount of construction related traffic would occur during the paving operations. These activities would require 5 haul truck trips per day for a period of 10 days. In addition, there may be as many as 20 workers traveling to the site in the morning and from it in the afternoon. An additional 45 vehicle trips per day would be about 0.08 percent of the annualized average daily trips on Lincoln Boulevard (Highway 1) between the 90 freeway and Washington Boulevard and about 0.16 percent of the annualized average daily trips on the 90 freeway between Lincoln Boulevard and Mindanao Way (Table 9). The haul trucks would make about 5 trips per day during the 10 days of paving operations. One trip per hour would be about 0.1 per cent of the peak hour traffic on Admiralty Way between Palawan Way and Bali Way. A temporary increase in traffic of less than 0.1 percent would be a Less than Significant impact.</p>				
<p>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p> <p>The minor increase in traffic in the project area due to construction vehicles is temporary and only during construction. The project is not expected to generate vehicular traffic and would not cause an increase in traffic in the project area. As discussed under XVa, the proposed road reconstruction project would generate a relatively small amount of increased traffic during construction. The addition of turn lanes at three intersections will provide congestion relief to existing traffic. The turn lanes will not result in any traffic increase over existing levels. Therefore the project would not generate traffic that would result in exceedance of a level of service standard on any designated road or highway. Impacts would be Less than Significant.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p> <p>The proposed project to reconstruct the roadway would not result in a change in air traffic patterns, which include increase to traffic levels or change in location. Therefore, there will be no impact that will result in safety risks.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p> <p>The proposed road reconstruction project will not change the existing vertical or horizontal alignment of the road. The proposed project would not substantially increase hazards due to a design feature or incompatible uses since it would not add any design features or incompatible uses. No construction or change in use is proposed. There would be no impact.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Result in inadequate emergency access?</p> <p>The proposed project would not result in inadequate emergency access since no changes in emergency access would occur as a result of the project. Traffic control plans will be implemented during the construction project to ensure two lanes of traffic are flowing along the road in both directions. Notification and coordination with the local police and fire departments will be implemented before and during the construction work. There will be a less than significant impact.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | Potential
Significant Impact | Less than
Significant Impact
With Mitigation | Less Than
Significant Impact | No Impact |
|--|---------------------------------|--|-------------------------------------|--------------------------|
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The proposed project would resurface the existing pavement along 2.09 miles of roadway within Marina del Rey. The project does not conflict with any policies supporting alternative transportation of the Los Angeles County Congestion Management Program, the Marina del Rey Local Coastal Program, or the Marina del Rey Land Use Plan. The project would not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. There will be no impact.

XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed road reconstruction project will not generate wastewater. The project would not exceed wastewater treatment requirements as applicable to the Regional Water Quality Control Board. As such, no impacts to wastewater treatment would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed road reconstruction project would not generate wastewater. The project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project would not necessitate or result in the construction of new stormwater drainage facilities or expansion of existing facilities. The proposed project would not increase any stormwater runoff that would affect existing or planned stormwater drainage systems.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project would not necessitate any water supplies to serve the project from any existing entitlements and resources, nor necessitate any new or expanded entitlements. The contractor's average weekly water use will be significantly less than 1 percent of the Marina del Rey residential weekly water use. There will be a less than significant impact.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project would not necessitate or result in any capacity determinations made by any wastewater treatment provider since the project would not increase any waste water discharges. There will be a less than significant impact.

- | | Potential
Significant Impact | Less than
Significant Impact
With Mitigation | Less Than
Significant Impact | No Impact |
|--|---------------------------------|--|-------------------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>The proposed project would be served by landfills with sufficient permitted capacity to accommodate the project's solid waste disposal needs. The contractor may elect to take the excavated material to Atkinson Brick Company (an inert landfill) in the City of Los Angeles, which can either use the material for fill in their inert landfill or process it for reuse. There will be a less than significant impact.</p> | | | | |
| g) Comply with Federal, State, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>The proposed project would comply with Federal, State, and local statutes and regulations related to solid waste and in compliance would ensure there will be a less than significant impact. As stated above, the contractor may elect to take the cold milled pavement to Atkinson Brick Company for deposition in their inert landfill or for processing for reuse.</p> | | | | |

XVIII MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>As discussed herein, with the employment of the biological mitigation measures, BIO-1 (pretree removal bird survey); and BIO-2 (preconstruction bird survey); the proposed road reconstruction project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Additionally, the work will be performed within the existing road prism and will have a less than significant effect on any natural areas.</p> | | | | |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>The proposed street improvement project will start in early 2013. Other planned projects near the project area include the Waterline Phase II project located in the Marina (which will finish in late 2012), the Admiralty Way Intersections project including the intersections at Palawan Way, Bali Way, and Mindanao Way (starting in early 2013), and the Admiralty Way Oxford Basin project starting in mid 2013. Each of the projects will have temporary increases in noise, traffic and air emissions during construction. If construction of the Admiralty Way Settlement Repair project occurs at the same time as one or more of these other nearby projects, the other projects would add to the temporary noise, traffic and air emissions of construction at the settlement repair project site. Because construction of the Admiralty Way Street Improvements project would occur over five month duration and temporary construction impacts are less than significant, the potential cumulative impacts during construction would be less than significant.</p> | | | | |

- | | Potential
Significant Impact | Less than
Significant Impact
With Mitigation | Less Than
Significant Impact | No Impact |
|---|---------------------------------|--|-------------------------------------|--------------------------|
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The proposed project would not result in substantial adverse effects on human beings, either directly or indirectly. There will be temporary increases in noise, air emissions, and traffic during the seven months of construction. Impacts would be less than significant. When the project is completed the wear and cracking, of the road will be eliminated by the reconstructed roadway surface. The reconstructed pavement will be smooth and uniform resulting in reduced traffic noise and less wear on vehicles using the road. There will be a less than significant impact.

APPENDIX A

LANDSCAPING PLANS

PROJECT ID NO. RDC0015137



VICINITY MAP	NTS
TG 671, J6-J7	
TG 672, A6-B7	



LS-5-1	PLANTING PLAN
LS-5-2	PLANTING PLAN
LS-5-3	PLANTING PLAN
LS-5-4	PLANTING PLAN
LS-5-5	PLANTING PLAN
LS-5-6	PLANTING PLAN
LS-5-7	PLANTING PLAN
LS-5-8	PLANTING PLAN
LS-5-9	PLANTING DETAILS
E-1	ELECTRICAL PLAN
E-2	ELECTRICAL PLAN
E-3	ELECTRICAL PLAN
E-4	ELECTRICAL PLAN
E-5	ELECTRICAL PLAN
E-6	ELECTRICAL PLAN
E-7	ELECTRICAL PLAN
E-8	ELECTRICAL PLAN
E-9	ELECTRICAL DETAILS

ADIRALTY WAY:
PLANTING AREA TOTAL: XX,XXX S.F.
HARDSCAPE AREA TOTAL: X,XXX S.F.
EXISTING HARDSCAPE TO REMAIN: XXX S.F.
TOTAL PROJECT AREA: XX,XXX S.F.

(NOTE: THE INFORMATION ABOVE DOES NOT SUPERCEDE OR TAKE PRECEDENCE OVER ANY OF THE CONTRACT DOCUMENTS. THE INFORMATION ABOVE IS FOR PURPOSES INTERNAL TO THE AGENCY AND NOT FOR CONTRACT ADMINISTRATION.)

[illegible]

ABBREVIATION / ACRONYM LEGEND

AND SYMBOL	ABBREVIATION / ACRONYM	DESCRIPTION
AT	AT	AT
BLVD	BLVD	BLVD
BLDG	BLDG	BLDG
BW	BW	BW
CB	CB	CB
CC	CC	CC
CD	CD	CD
CE	CE	CE
CH	CH	CH
CL	CL	CL
CM	CM	CM
CO	CO	CO
CONC	CONC	CONC
CONT	CONT	CONT
DEPT	DEPT	DEPT
DET	DET	DET
DG	DG	DG
DM	DM	DM
DW	DW	DW
EAST	EAST	EAST
EXP	EXP	EXP
FL	FL	FL
FT	FT	FT
GA	GA	GA
GB	GB	GB
GW	GW	GW
HB	HB	HB
HORIZ	HORIZ	HORIZ
HT	HT	HT
ID	ID	ID
INV	INV	INV
IRR	IRR	IRR
JOINT	JOINT	JOINT
LONG	LONG	LONG
OR	OR	OR
LENGTH	LENGTH	LENGTH
LBS	LBS	LBS
LY	LY	LY
MAX	MAX	MAX
MECH	MECH	MECH
MISC	MISC	MISC

IRRIGATION SPRINKLER LEGEND

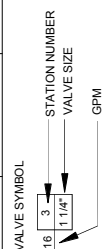
SYMBOL	DESCRIPTION	MANUFACTURER	MODEL	NOZZLE	RADIUS	GPM	PSI	PATTERN	DETAIL
	12" POP-UP SPRAY HEAD	RAINBIRD OR APPROVED EQUAL	1812SAMPFRS	5H	5'	0.2	30	HALF	XLS-4-8
	12" POP-UP SPRAY HEAD	RAINBIRD OR APPROVED EQUAL	1812SAMPFRS	5Q	5'	0.1	30	QTR.	XLS-4-8
	12" POP-UP SPRAY HEAD	RAINBIRD OR APPROVED EQUAL	1812SAMPFRS	8H-ELT	8'	0.8	30	HALF	XLS-4-8
	12" POP-UP SPRAY HEAD	RAINBIRD OR APPROVED EQUAL	1812SAMPFRS	10H	10'	0.8	30	HALF	XLS-4-8
	12" POP-UP SPRAY HEAD	RAINBIRD OR APPROVED EQUAL	1812SAMPFRS	10Q	10'	0.4	30	QTR.	XLS-4-8
	12" POP-UP SPRAY HEAD	RAINBIRD OR APPROVED EQUAL	1812SAMPFRS	12H	12'	1.3	30	HALF	XLS-4-8
	ROOT WATERING SYSTEM	RAINBIRD OR APPROVED EQUAL	RWS-MAB-1402			0.5	30		XLS-4-8

IRRIGATION EQUIPMENT LEGEND

SYMBOL	DESCRIPTION	MANUFACTURER	MODEL/TYPE	SIZE	DETAIL
	REMOTE CONTROL VALVE	RAINBIRD OR APPROVED EQUAL	150-PEBS	SEE PLAN	XSHT. X
	QUICK COUPLER	RAINBIRD OR APPROVED EQUAL	33 DLRC	3/4"	XSHT. X
	REDUCED PRESSURE BACKFLOW ASSEMBLY	FEBCO OR APPROVED EQUAL	825Y W/ WYE FILTER	1.1/2"	XSHT. X
	BACKFLOW ENCLOSURE	LEMEUR OR APPROVED EQUAL	BF SERIES - GREEN		
	GATE VALVE	NIBCO OR APPROVED EQUAL	T-113-K	LINE SIZE	XSHT. X
	WATER METER	EXISTING		SEE PLAN	XSHT. X
	CONTROLLER (X) STATIONS W/ ET-MANAGER	RAINBIRD OR APPROVED EQUAL	ESP-LXME-F ETC-LXET	SEE PLAN	XSHT. X
	MASTER VALVE (NORMALLY OPEN)	GRSWALD OR APPROVED EQUAL	2180 SERIES	SEE PLAN	XSHT. X
	ELECTRICAL METER	EXISTING		SEE PLAN	XSHT. X
	PRESSURE REGULATOR	WILKINS (FACTORY SET TO 65 PSI)	400 SERIES	SEE PLAN	XSHT. X
	FLOW METER	RAINBIRD OR APPROVED EQUAL	FS-100B	SIZE PER CHART	XSHT. X
	LATERAL LINE		SEE SPECS	SEE PLAN	XSHT. X
	MAIN LINE		SEE SPECS	SEE PLAN	XSHT. X
	PIPE SLEEVE FOR CONTROLLER WIRES		SEE SLEEVING CHART	SEE PLAN	XSHT. X
	PIPE SLEEVE		SEE SLEEVING CHART	SEE PLAN	XSHT. X

SLEEVING CHART

SLEEVE SIZE	PVC CLASS	PIPE SIZE	WIRES	DETAIL
1.25"	SCH 40	0.5"	1-4	XLS-X
1.5"	SCH 40	0.75"	5-10	XLS-X
2"	CLASS 315	1"	11-20	XLS-X
2.5"	CLASS 315	1.25"	21-30	XLS-X
3"	CLASS 315	1.5"	31-40	XLS-X
4"	CLASS 315	2"	41-60	XLS-X
6"	SCH 80	2.5-3"	61-99	XLS-X



CONCRETE & MATERIALS FINISH LEGEND

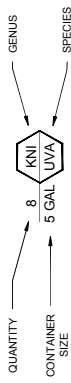
SYMBOL	DESCRIPTION	DIMENSION	MANUFACTURER	COLOR	FINISH / PATTERN	DETAIL
	PCC PAVING INTEGRAL COLOR	4" AND 6" THICK			BROOM	DET B / LS-3.9 DET C / LS-3.9
	CONCRETE UNIT PAVER (FIELD)	W: 6.25" L: 9.25" H: 2.75"	OSCO ARRIAN STONE OR AGENCY APPROVED EQUAL	TERRA VERDE (B9)	RUNNING BOND	DET D / LS-3.9
	CONCRETE UNIT PAVER (ACCENT)	W: 6.25" L: 9.25" H: 2.75"		SANDSTONE (B15)	MODIFIED STACK BOND - REFER TO DETAIL	DET A / LS-3.9

NOTE: REFER TO GREENBOOK SECTIONS 303-7 FOR INTEGRAL COLORED CONCRETE

PLANTING LEGEND

ID	SYMBOL	BOTANICAL NAME / (COMMON NAME)	SIZE	QTY	SPACING / REMARKS
TREES					
		ARBUTUS MARINA / (STRAWBERRY TREE)	24" BOX	XX	STANDARD
		ERIBOTRYA DEFLEXA / (BRONZE LOQUAT)	24" BOX	XX	STANDARD
SHRUBS, VINES & GROUNDCOVERS					
ACH		ACHILLEA M. PAPRIKA / (NARROW)	1 GAL.	XX	2" O.C. 18"
ACA		AGAVE COLORATA / (MECAL)	1 GAL.	XX	2" O.C. 18"
CEA		CEANOTHUS M. FROSTY DAWN / (MARITIME)	1 GAL.	XX	3" O.C. 30"
SEN		SENECIO MANDRALISCAE / (N/CN)	1 GAL.	XX	2" O.C. 24"
LEY		LEYMUS TRITICOIDEUS / (CREEPING WILD RYE)	1 GAL.	XX	2" O.C. 18"
LIM		LI-MONIUM PEREZII / (SEA LAVENDER)	1 GAL.	XX	2" O.C. 18"
TRA		TRADESCANTIA P. PURPUREA / (PURPLE HEART)	1 GAL.	XX	1" O.C. 12"
TUL		TULBAGHIA V. SILVER LACE / (SOCIETY GARLIC)	1 GAL.	XX	1" O.C. 12"

* WATER USE PER WUOL: VL=VERY LOW, L=LOW, M=MODERATE, H=HIGH



UNDERGROUND UTILITY SYMBOLS

SYMBOLS	SYMBOLS
	MANHOLE COVER
	UTILITY BOX
	ROAD SIGN - SINGLE POST
	ROAD SIGN - DOUBLE POST
	PULL BOX
	GUY WIRE
	FIRE HYDRANT
	RIGHT OF WAY (COUNTY)
	ROAD CENTERLINE
	TRAFFIC SIGNAL
	STREET LIGHT
	SURVEY CONTROL
	BENCHMARK
	EXISTING UNDERGROUND
	EXISTING VAULT
	EXISTING VENT PIPE
	EXISTING WATER METER
	EXISTING BACKFLOW
	EXISTING AIR RELEASE VALVE

REVISIONS

DATE	BY	DESCRIPTION

DATE: 4/26/2012
PROJECT: MARINA DEL REY
SHEET: 13 OF 13

LEGENDS

SYMBOL	DESCRIPTION

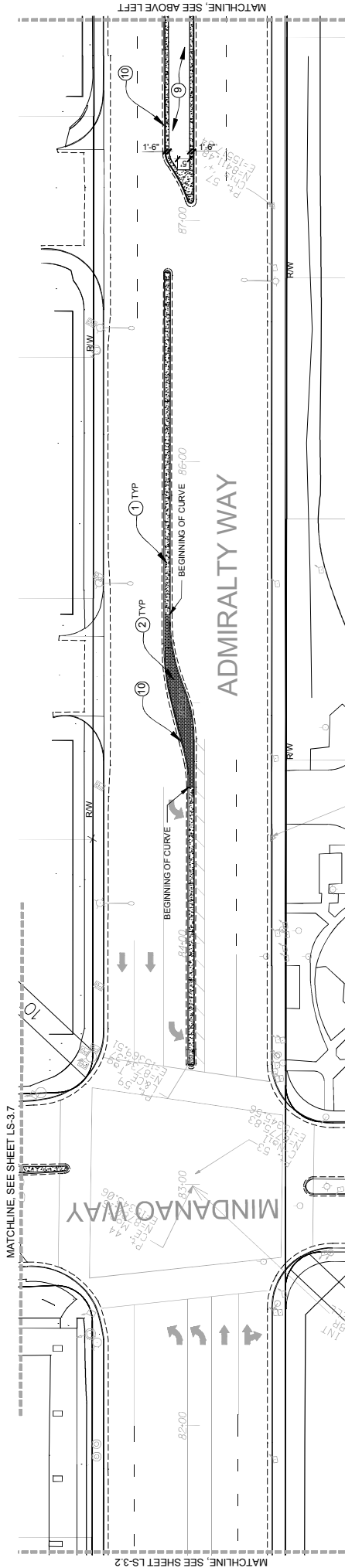
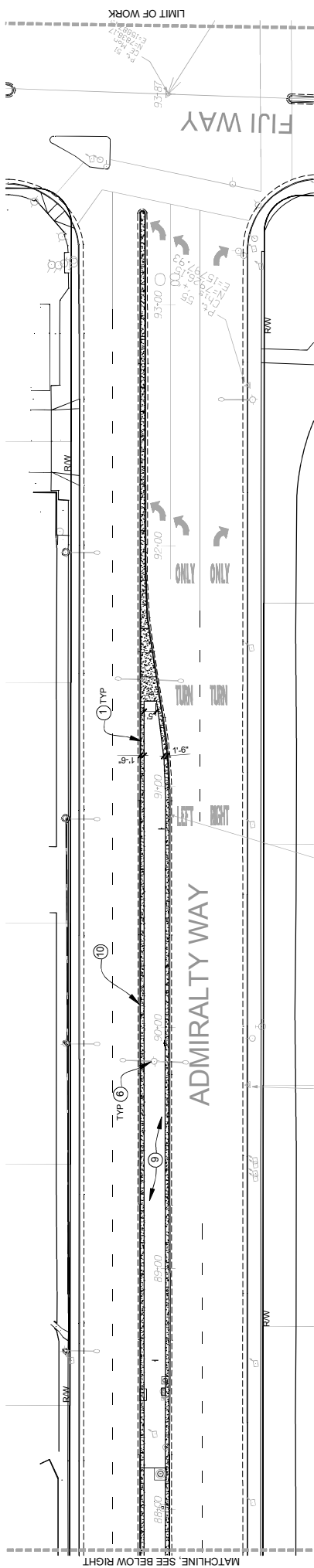
PRELIMINARY UTILITY NOTICE

MARINA DEL REY LANDSCAPING

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

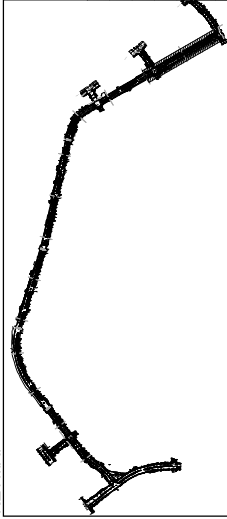
PROJECT: MARINA DEL REY LANDSCAPING

DATE: 4/26/2012
PROJECT: MARINA DEL REY
SHEET: 13 OF 13



- CONSTRUCTION LEGEND:
- 1. PAVING AND ADJOINING MAINT. STRIP. SEE MATERIALS LEGEND FOR COLOR & FINISH. REFER TO DETAILS B & C SHEET LS-3.9
 - 2. UNIT PAVEMENT (FIELD). SEE MATERIALS LEGEND FOR COLOR & PATTERN. REFER TO DETAIL D SHEET LS-3.9
 - 3. UNIT PAVEMENT (ACCENT). SEE MATERIALS LEGEND FOR COLOR & PATTERN. REFER TO DETAIL A SHEET LS-3.9
 - 4. PAVERS SET IN MORTAR. REFER TO PLAN (RD)
 - 5. NEW CURB AND GUTTER. REFER TO PLAN (RD)
 - 6. LIGHT STANDARD. REFER TO PLAN (T&L)
 - 7. ENHANCED CROSS WALK STRIPING. REFER TO PLAN (T&L)
 - 8. TACTILE WARNING TILES. REFER TO PLAN (RD)
 - 9. PLANTING AREA. REMOVE EXISTING VEGETATION, STUMPS, ROOTS, STONES (LARGER THAN 1") AND ALL OTHER DELETERIOUS MATERIAL
 - 10. EXISTING CURB TO REMAIN

KEYMAP

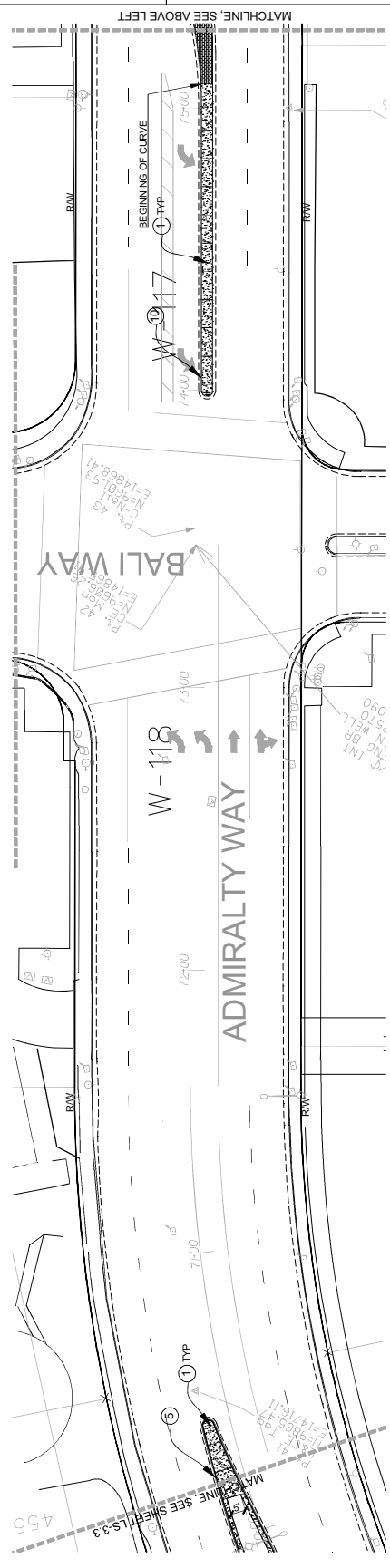
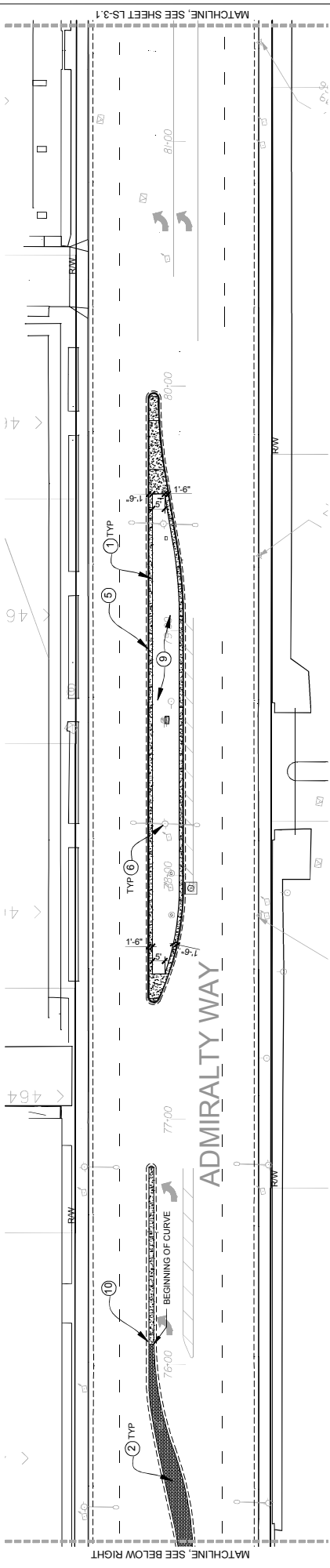


- NOTES:
- 1. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND, SYMBOLS LEGEND, AND UNDERGROUND UTILITY SYMBOLS.
 - 2. SEE SHEET LS-3.9 FOR CONSTRUCTION DETAILS.



REVISIONS	
DATE	DESCRIPTION

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS	
PRELIMINARY UTILITY NOTICE	
MARINA DEL REY LANDSCAPING	
DATE: 4/26/2012	PROJECT NUMBER: PCA 2410004336
DATE: 4/26/2012	PROJECT NUMBER: RDC0015137
CONSTRUCTION PLAN	
LS-3.1	SHEET 4 OF 4

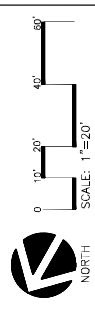
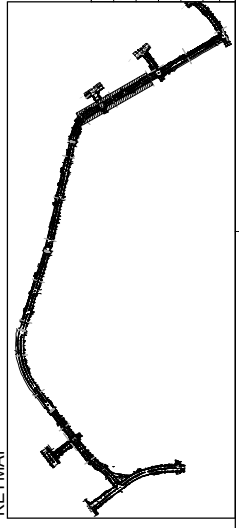


NOTES:
1. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM, LEGEND, SYMBOLS, LEGEND, AND UNDERGROUND UTILITY SYMBOLS.
2. SEE SHEET LS-3.9 FOR CONSTRUCTION DETAILS.

CONSTRUCTION LEGEND:

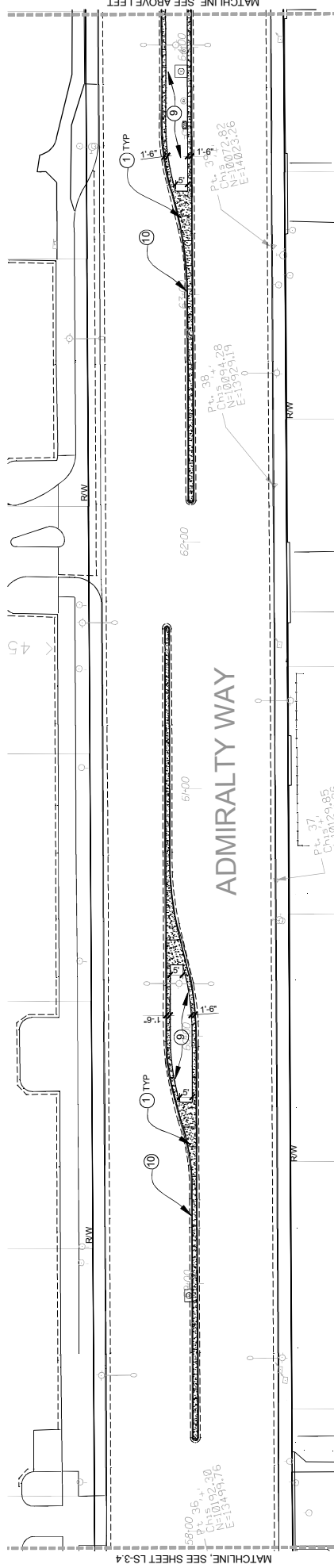
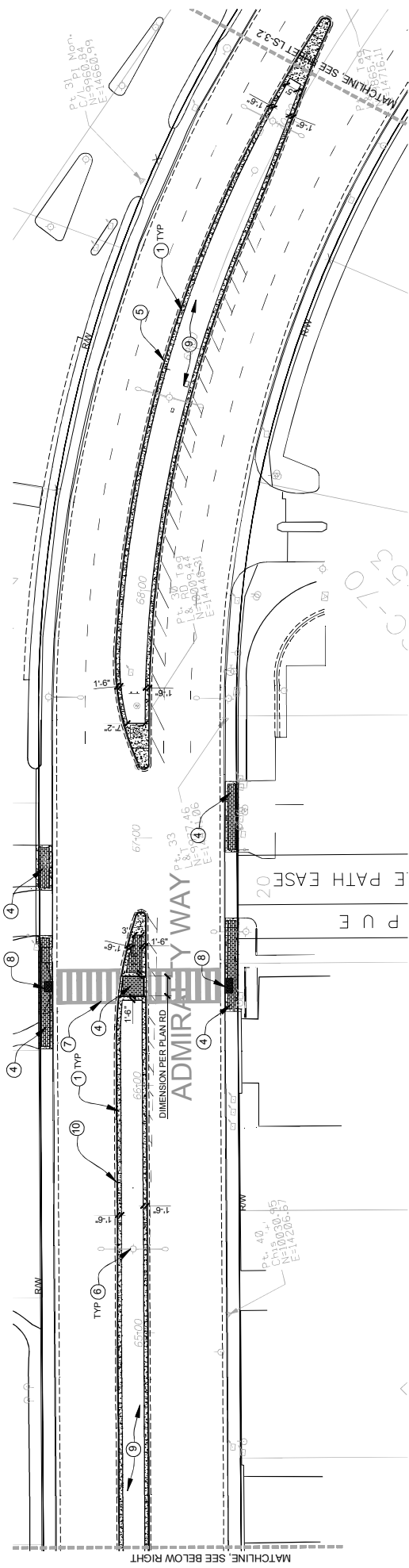
- ① PCC PAVING AND ADJOINING MAINT. STRIP. SEE MATERIALS LEGEND FOR COLOR & FINISH. REFER TO DETAILS B & C SHEET LS-3.9
- ② UNIT PAVER (FIELD). SEE MATERIALS LEGEND FOR COLOR & PATTERN. REFER TO DETAIL D SHEET LS-3.9
- ③ UNIT PAVER (ACCENT). SEE MATERIALS LEGEND FOR COLOR & PATTERN. REFER TO DETAIL A SHEET LS-3.9
- ④ PAVERS SET IN MORTAR. REFER TO PLAN (RD)
- ⑤ NEW CURB AND GUTTER. REFER TO PLAN (RD)
- ⑥ LIGHT STANDARD. REFER TO PLAN (T&L)
- ⑦ ENHANCED CROSS WALK STRIPING. REFER TO PLAN (T&L)
- ⑧ TACTILE WARNING TILES. REFER TO PLAN (RD)
- ⑨ PLANTING AREA. REMOVE EXISTING VEGETATION, STUMPS, ROOTS, STONES (LARGER THAN 1") AND ALL OTHER DELETERIOUS MATERIAL. EXISTING CURB TO REMAIN
- ⑩

KEYMAP



COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS		PROJECT: MARQUETTE AVE. & 117TH ST		DATE: 4/26/2012	PCA: X2400004336	RDC0015137	SHEET 5 OF 5
PRELIMINARY UTILITY NOTICE		MARINA DEL REY LANDSCAPING					
CONSTRUCTION PLAN		LS-3.2					
REVISIONS		DATE	CHK	DESCRIPTION			

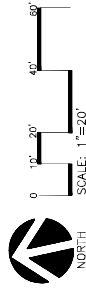




1	PCC PAVING AND ADJOINING MAINT. STRIP. SEE MATERIALS LEGEND FOR COLOR & FINISH, REFER TO DETAILS B & C SHEET LS-3.9
2	UNIT PAVES (FIELD). SEE MATERIALS LEGEND FOR COLOR & PATTERN, REFER TO DETAIL D SHEET LS-3.9
3	UNIT PAVES (ACCENT). SEE MATERIALS LEGEND FOR COLOR & PATTERN, REFER TO DETAIL A SHEET LS-3.9
4	PAVERS SET IN MORTAR. REFER TO PLAN (RD)
5	NEW CURB AND GUTTER. REFER TO PLAN (RD)
6	LIGHT STANDARD. REFER TO PLAN (T&L)
7	ENHANCED CROSS WALK STRIPING. REFER TO PLAN (T&L)
8	TACTILE WARNING TILES. REFER TO PLAN (RD)
9	PLANTING AREA. REMOVE EXISTING VEGETATION, STUMPS, ROOTS, STONES (LARGER THAN 1") AND ALL OTHER DELETERIOUS MATERIAL
10	EXISTING CURB TO REMAIN

NOTES:

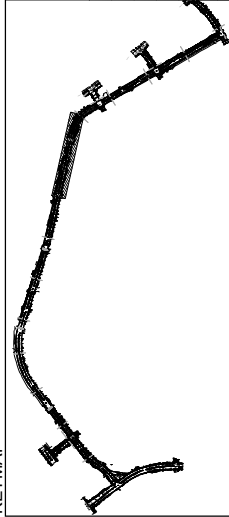
1. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND, SYMBOLS LEGEND, AND UNDERGROUND UTILITY SYMBOLS.
2. SEE SHEET LS-3.9 FOR CONSTRUCTION DETAILS.

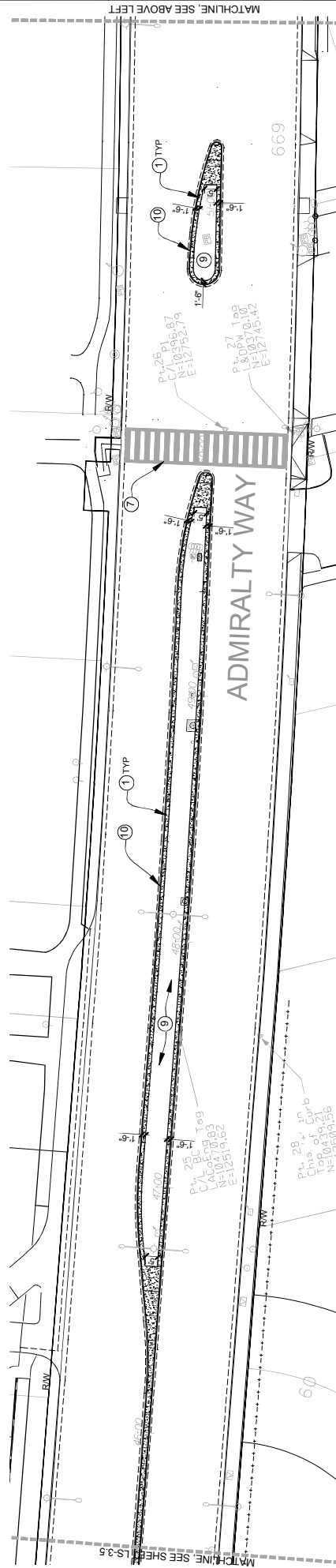
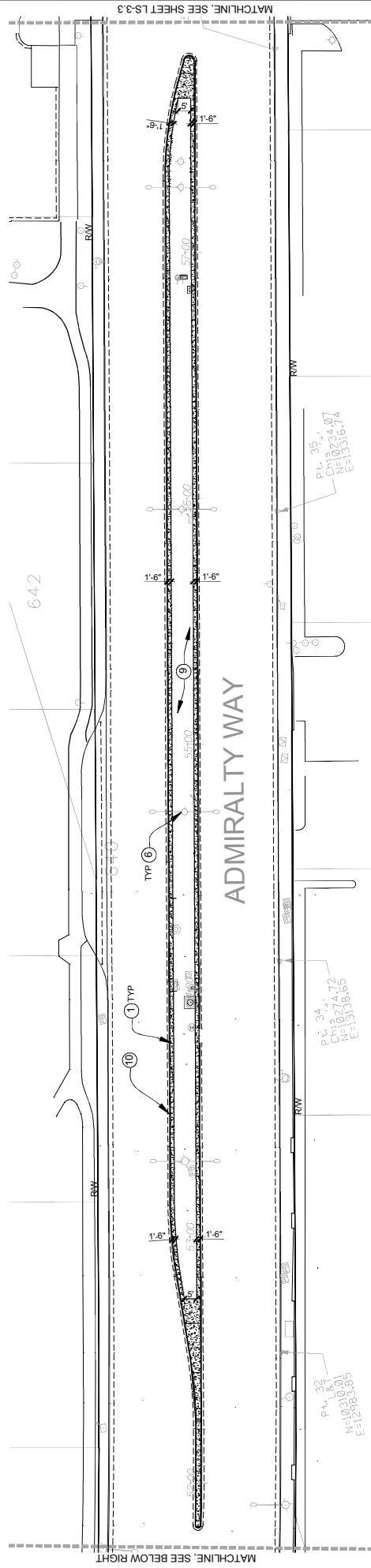


COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

PRELIMINARY UTILITY NOTICE
MARINA DEL REY LANDSCAPING

CA X240000436	RDC0015137	SHEET 6 OF	LS-3.3.3
---------------	------------	------------	----------

[illegible]



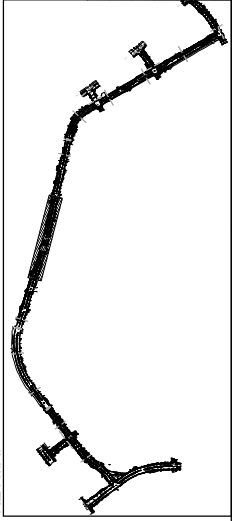
NOTES:

1. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND, SYMBOLS LEGEND, AND UNDERGROUND UTILITY SYMBOLS.
2. SEE SHEET LS-3.9 FOR CONSTRUCTION DETAILS.

CONSTRUCTION LEGEND:

- 1 PCC PAVING AND ADJOINING MAINT. STRIP. SEE MATERIALS LEGEND FOR COLOR & FINISH. REFER TO DETAILS B & C SHEET LS-3.9
- 2 UNIT PAVER (FIELD). SEE MATERIALS LEGEND FOR COLOR & PATTERN. REFER TO DETAIL D SHEET LS-3.9
- 3 UNIT PAVER (ACCENT). SEE MATERIALS LEGEND FOR COLOR & PATTERN. REFER TO DETAIL A SHEET LS-3.9
- 4 PAVERS SET IN MORTAR. REFER TO PLAN (RD)
- 5 NEW CURB AND GUTTER. REFER TO PLAN (RD)
- 6 LIGHT STANDARD. REFER TO PLAN (T&L)
- 7 ENHANCED CROSS WALK STRIPING. REFER TO PLAN (T&L)
- 8 TACTILE WARNING TILES. REFER TO PLAN (RD)
- 9 PLANTING AREA. REMOVE EXISTING VEGETATION, STUMPS, ROOTS, STONES (LARGER THAN 1") AND ALL OTHER DELETERIOUS MATERIAL
- 10 EXISTING CURB TO REMAIN

KEYMAP



COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

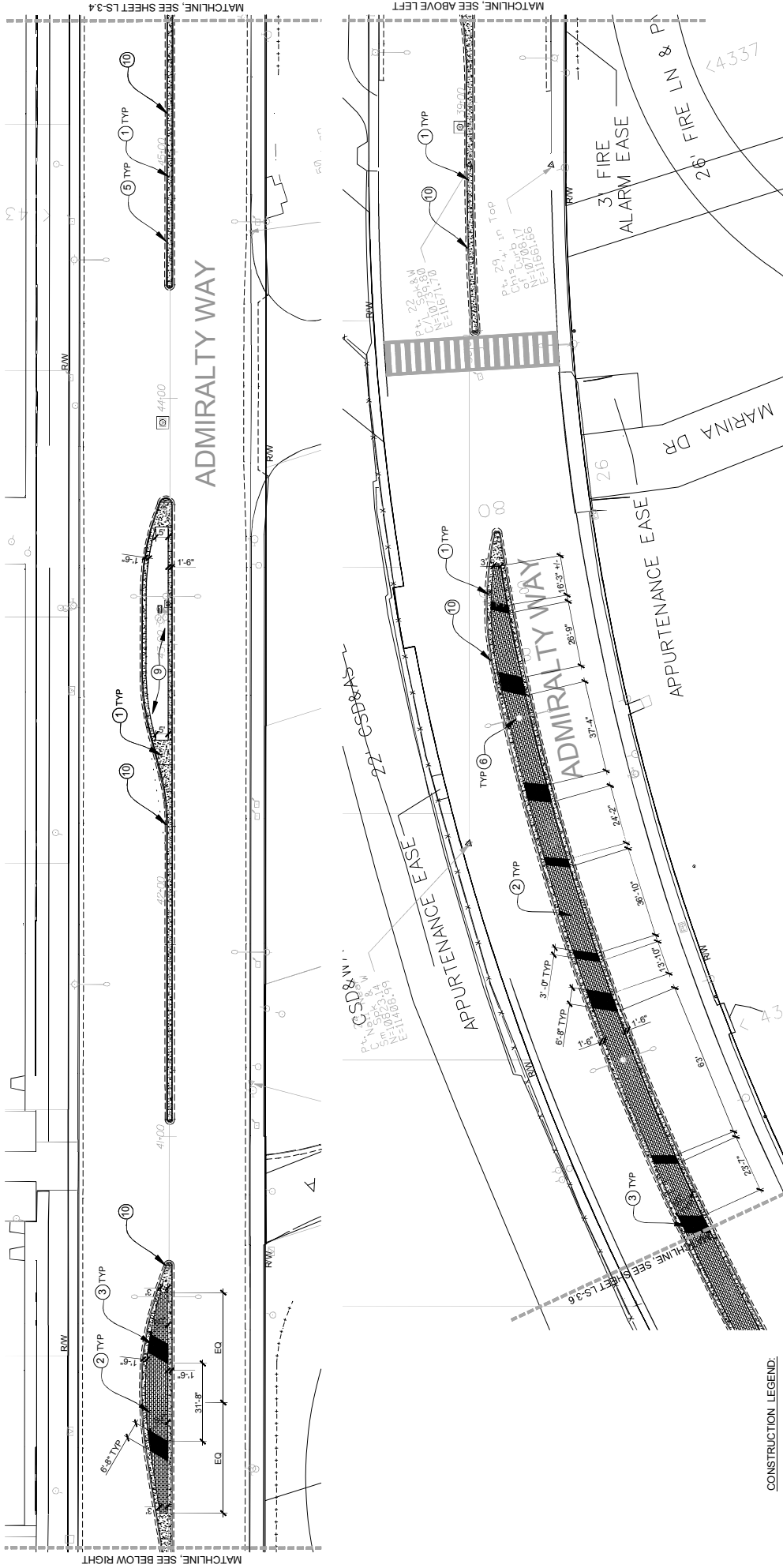
PRELIMINARY UTILITY NOTICE
MARINA DEL REY LANDSCAPING

CPA X240000436	RDC0015137	SHEET 7 OF	LS-3.4
CONSTRUCTION PLAN			

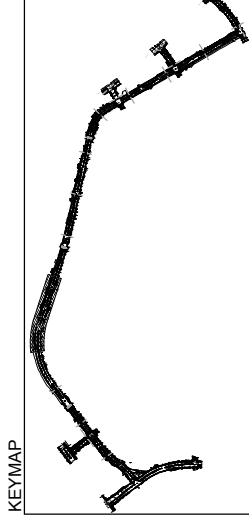
PROJECT LANDSCAPE ARCHITECT	DATE	DATE: 4/26/2012	PCA X240000436	CONSTR
-----------------------------	------	-----------------	----------------	--------

REVISIONS		
DATE	MR	DESCRIPTION

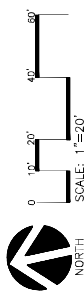
10 EXISTING CURB TO REMAIN



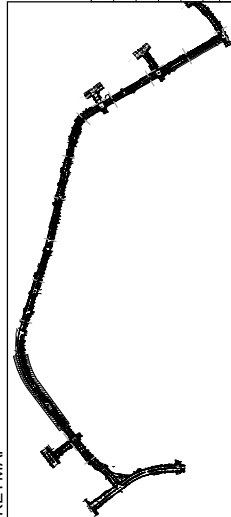
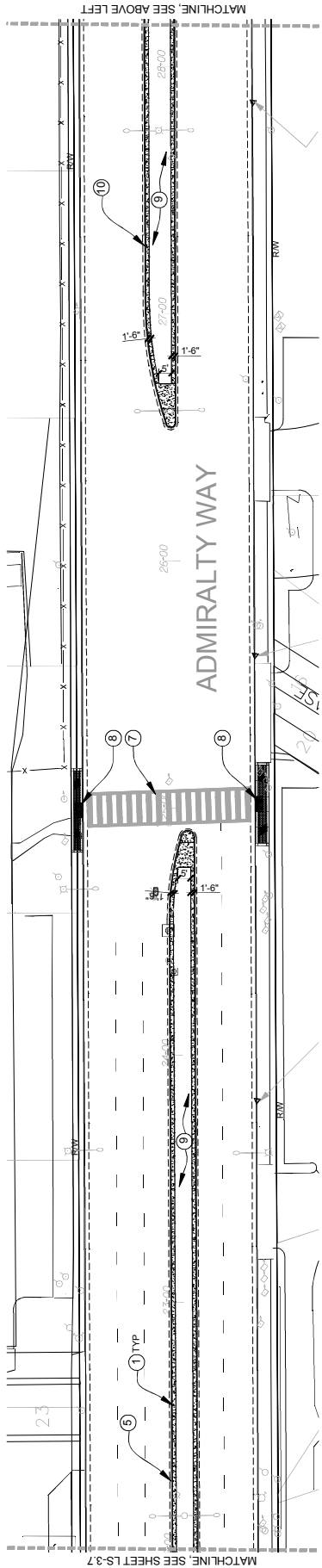
- CONSTRUCTION LEGEND:**
- PCC PAVING AND ADJOINING MAINT. STRIP. SEE MATERIALS LEGEND FOR COLOR & FINISH. REFER TO DETAILS B & C SHEET LS-3.9
 - UNIT PAVEMENT (FIELD). SEE MATERIALS LEGEND FOR COLOR & PATTERN. REFER TO DETAIL D SHEET LS-3.9
 - UNIT PAVEMENT (ACCENT). SEE MATERIALS LEGEND FOR COLOR & PATTERN. REFER TO DETAIL A SHEET LS-3.9
 - PAVERS SET IN MORTAR. REFER TO PLAN (RD)
 - NEW CURB AND GUTTER. REFER TO PLAN (RD)
 - LIGHT STANDARD. REFER TO PLAN (T&L)
 - ENHANCED CROSS WALK STRIPING. REFER TO PLAN (T&L)
 - TACTILE WARNING TILES. REFER TO PLAN (RD)
 - PLANTING AREA. REMOVE EXISTING VEGETATION. STUMPS, ROOTS, STONES (LARGER THAN 1") AND ALL OTHER DELETERIOUS MATERIAL.
 - EXISTING CURB TO REMAIN



- NOTES:**
- SEE SHEET LS-3.4 FOR ABBREVIATION AND ACRONYM LEGEND, SYMBOLS LEGEND, AND CONSTRUCTION DETAILS.
 - SEE SHEET LS-3.5 FOR CONSTRUCTION DETAILS.



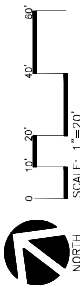
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS	
PRELIMINARY UTILITY NOTICE	
MARINA DEL REY LANDSCAPING	
DATE: 4/26/2012	PROJECT NUMBER: PCA 240000436
CONSTRUCTION PLAN	RD00015137
LS-3.5	SHEET 8 OF 8



- NOTES:
1. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND, SYMBOLS LEGEND, AND UNDERGROUND UTILITY SYMBOLS.
 2. SEE SHEET LS-3.9 FOR CONSTRUCTION DETAILS.

KEYMAP

- 1 PCC PAVING AND ADJOINING. MANIT. STRIP. SEE MATERIALS LEGEND FOR COLOR & FINISH. REFER TO DETAILS B & C SHEET LS-3.9
- 2 UNIT PAVES (FIELD). SEE MATERIALS LEGEND FOR COLOR & PATTERN. REFER TO DETAIL D SHEET LS-3.9
- 3 UNIT PAVES (ACCENT). SEE MATERIALS LEGEND FOR COLOR & PATTERN. REFER TO DETAIL A SHEET LS-3.9
- 4 PAVERS SET IN MORTAR. REFER TO PLAN (RD)
- 5 NEW CURB AND GUTTER. REFER TO PLAN (RD)
- 6 LIGHT STANDARD. REFER TO PLAN (T&L)
- 7 ENHANCED CROSSWALK STRIPING. REFER TO PLAN (T&L)
- 8 TACTILE WARNING TILES. REFER TO PLAN (RD)
- 9 PLANTING AREA. REMOVE EXISTING VEGETATION, STUMPS, ROOTS, STONES (LARGER THAN 1") AND ALL OTHER DELETERIOUS MATERIAL
- 10 EXISTING CURB TO REMAIN



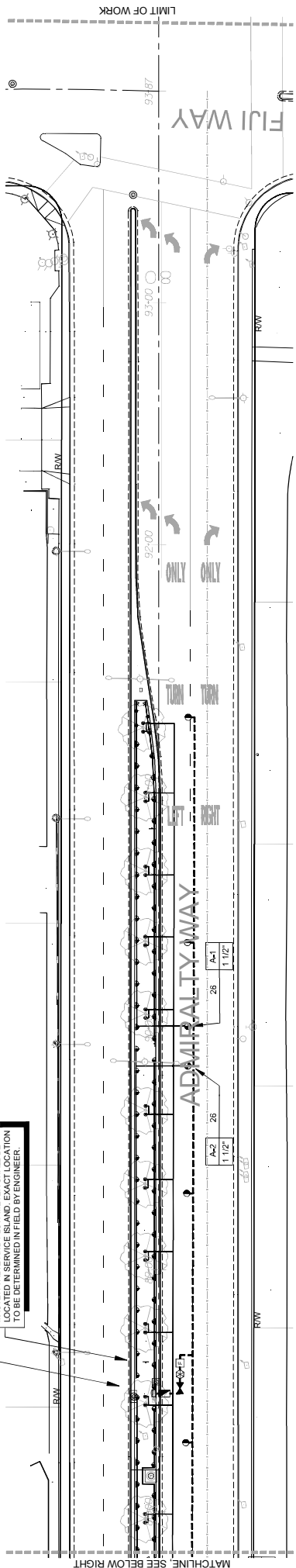
DATE: 4/26/2012	PCA K2420000456	PROJECT: 5137	SHEET 9 OF 9	LS-3-6
-----------------	-----------------	---------------	--------------	--------

[illegible]

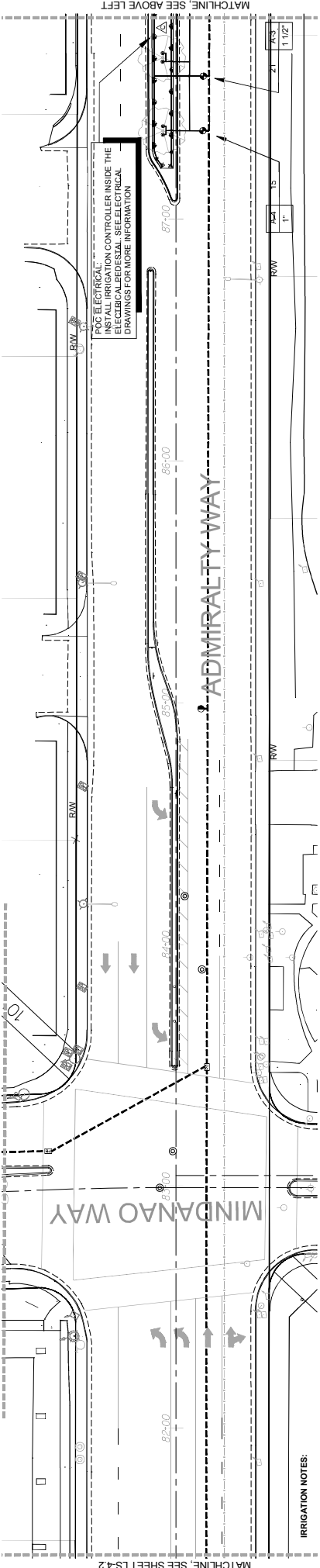
LS-3.6	CONSTRUCTION PLAN	PROJECT NO. X240000436	SHEET 9 OF 13
--------	-------------------	------------------------	---------------

WATER P.O.C. - WATER METER AND SHUTOFF VALVE.
AVAILABLE WATER PRESSURE IS 80 PSI. WATER
PURVEYOR: XXXX WATER DISTRICT. (XXX) XXX-XXXX
ATTN: XXXX

MASTER VALVE AND FLOW METER SHALL BE
LOCATED IN SERVICE ISLAND. EXACT LOCATION
TO BE DETERMINED IN FIELD BY ENGINEER.



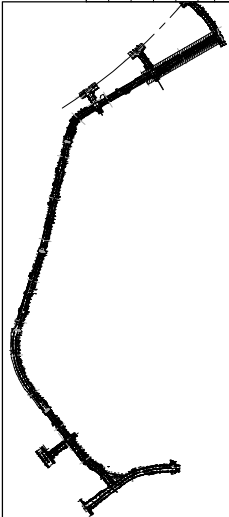
MATCHLINE, SEE MINDANAO WAY - SHEET LS-4.7



IRRIGATION NOTES:

- SEE SHEET LS-1.3 FOR IRRIGATION LEGEND AND SHEET LS-1.2 FOR IRRIGATION INSTALLATION NOTES.
- SEE SHEET LS-4.8 AND 4.9 FOR IRRIGATION DETAILS.
- SEE SHEET LS-1.2 FOR GENERAL CONSTRUCTION/REMOVAL NOTES.
- WORK SHOWN ON THE IRRIGATION PLANS IS DIAGRAMMATIC. LOCATE NEW IRRIGATION LINES, VALVES AND EQUIPMENT IN PLANTING AREAS. AVOID LOCATING LINES WHERE MAJOR TREES ARE PROPOSED.
- CONTRACTOR SHALL VERIFY THE EXISTING WATER PRESSURE AT THE PROPOSED POINT OF INSTALLATION. IF THE EXISTING WATER PRESSURE IS INSUFFICIENT TO MAINTAIN THE DESIRED PRESSURE THROUGH THE WATER PURVEYOR, XXX WATER DISTRICT, XXXX AT (XXX)XXX-XXXX.
- ELECTRICAL METER, CONTRACTOR TO TIE INTO ELECTRIC METER AT THE SERVICE PEDestal. CONTRACTOR IS RESPONSIBLE FOR PURCHASING AND INSTALLING THE SERVICE PEDestal. CONTRACTOR TO REFER TO ELECTRIC INSTALLATION NOTES ON SHEET E-1 FOR ADDITIONAL INFORMATION.
- P.O.C. FOR THE WATER TO BE DOWNSTREAM OF THE WATER METER. SEE IRRIGATION INSTALLATION NOTES FOR ADDITIONAL INFORMATION.
- SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND AND UNDERGROUND UTILITY SYMBOLS.

KEYMAP



WATER DEMAND:
TOTAL LANDSCAPE / IRRIGATED AREA: XXXX SF
MAXIMUM DEMAND: XX GPM
ESTIMATED ANNUAL WATER USAGE: XXXX GALLONS / YEAR



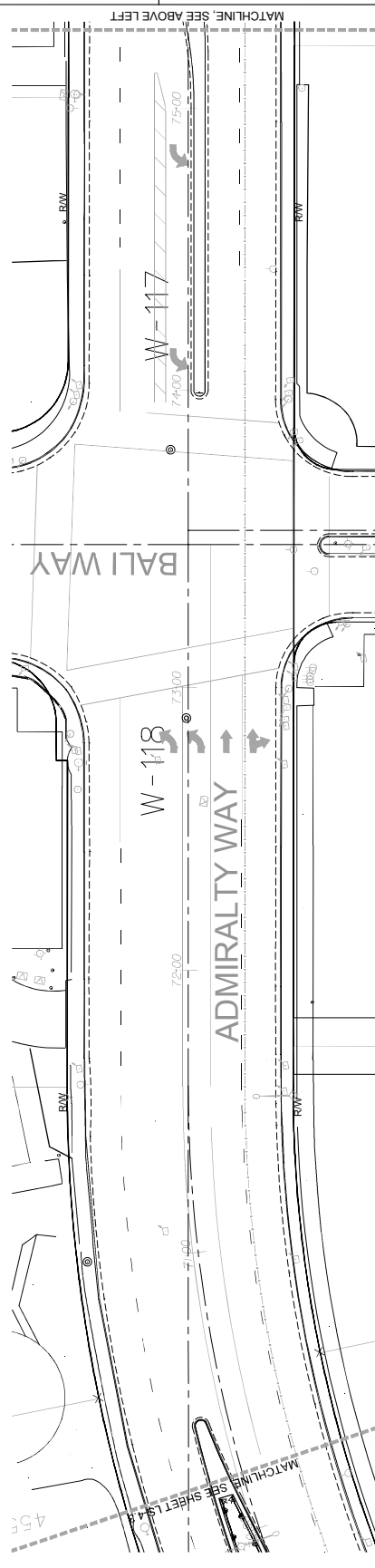
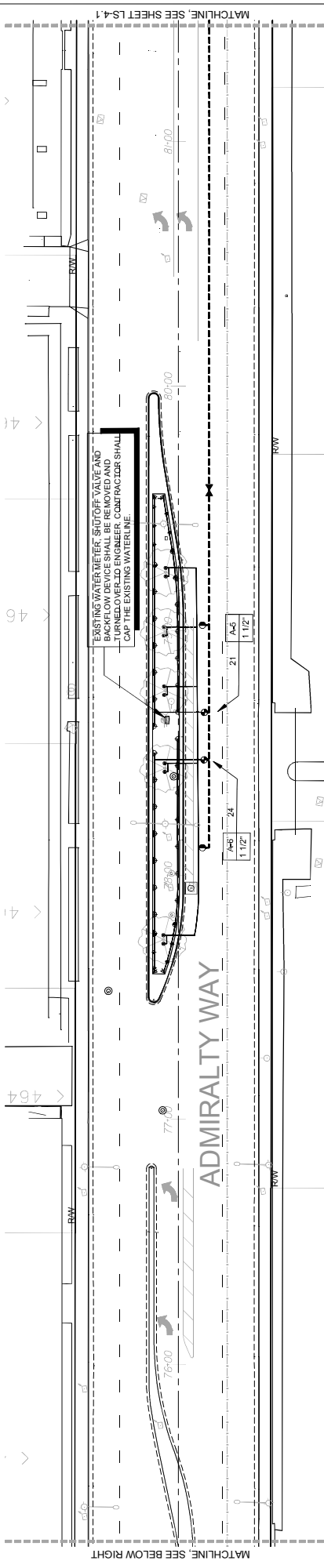
SCALE: 1"=20'



COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
PRELIMINARY UTILITY NOTICE
MARINA DEL REY LANDSCAPING

REVISIONS	
DATE	DESCRIPTION

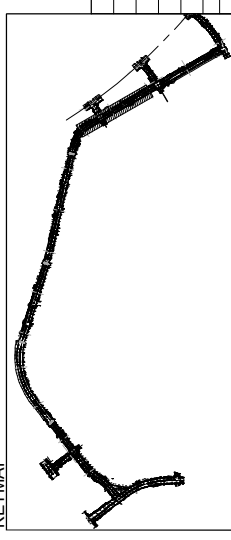
DATE: 4/26/2012
PROJECT: MARINA DEL REY LANDSCAPING
PCA: 2410000336
RDC0015137
SHEET X OF X
LS-4.1



IRRIGATION NOTES:

1. SEE SHEET LS-1.3 FOR IRRIGATION LEGEND AND SHEET LS-1.2 FOR IRRIGATION INSTALLATION NOTES.
2. SEE SHEET LS-4.8 AND 4.9 FOR IRRIGATION DETAILS.
3. SEE SHEET LS-1.2 FOR GENERAL CONSTRUCTION/REMOVAL NOTES.
4. WORK SHOWN ON THE IRRIGATION PLANS IS DIAGRAMMATIC. LOCATE NEW IRRIGATION LINES, VALVES AND EQUIPMENT IN PLANTING AREAS. AVOID LOCATING LINES WHERE MAJOR TREES ARE PROPOSED.
5. CONTRACTOR SHALL VERIFY THE EXISTING WATER PRESSURE AT THE PROPOSED POINT OF INSTALLATION PRIOR TO INSTALLATION OF SYSTEM. WATER SERVICE AND WATER PRESSURE INFORMATION IS AVAILABLE THROUGH THE WATER DEPARTMENT, 300 WATER DISTRICT, XXXX AT (XXX)XXX-XXXX.
6. ELECTRICAL METER, CONTRACTOR TO TIE INTO ELECTRIC METER AT THE SERVICE PEDestal. CONTRACTOR IS RESPONSIBLE FOR PURCHASING AND INSTALLING THE SERVICE INFORMATION. REFER TO ELECTRIC INSTALLATION NOTES ON SHEET E-1 FOR ADDITIONAL INFORMATION.
7. P.O.C. FOR THE WATER TO BE DOWNSTREAM OF THE WATER METER. SEE IRRIGATION INSTALLATION NOTES FOR ADDITIONAL INFORMATION.
8. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND AND UNDERGROUND UTILITY SYMBOLS.

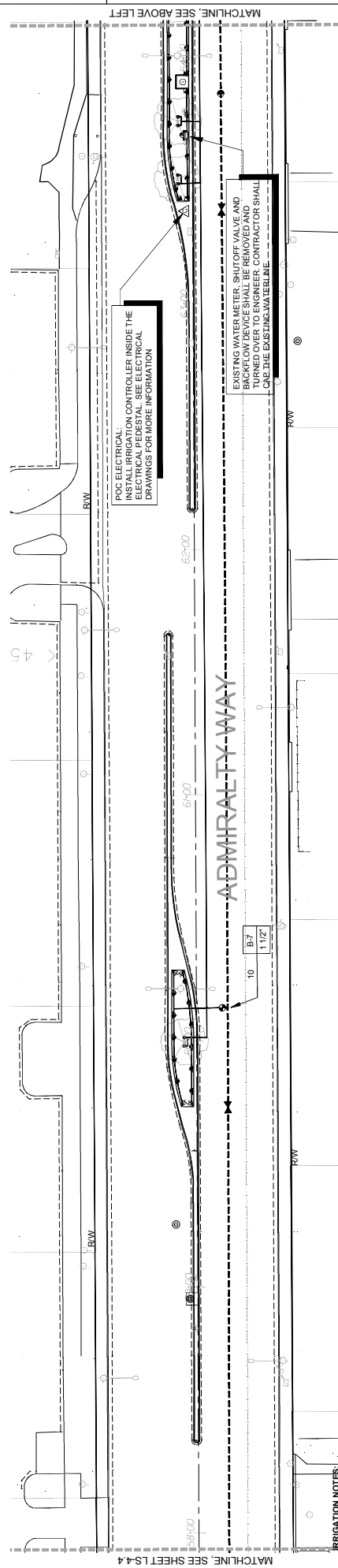
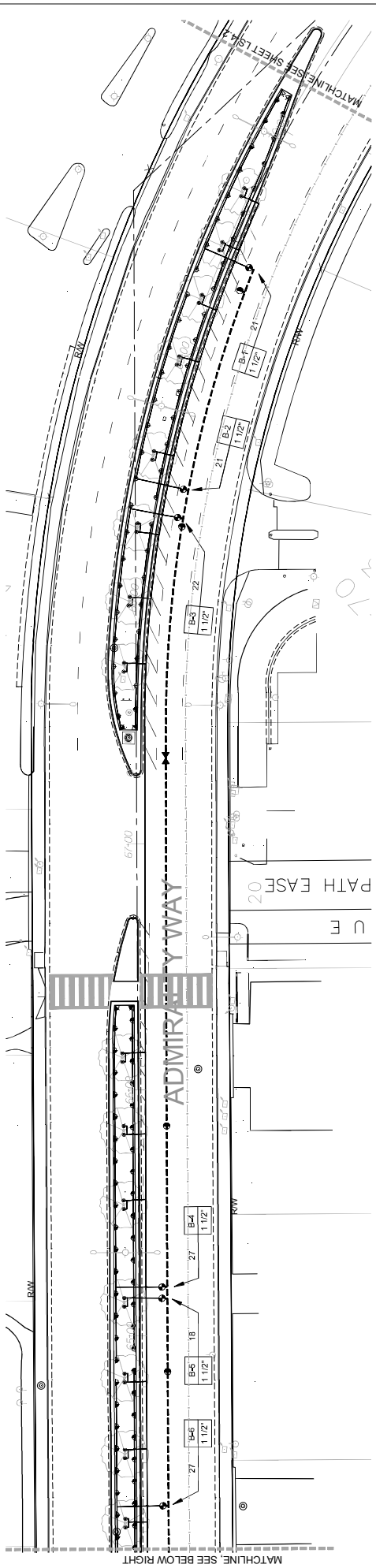
KEYMAP



WATER DEMAND:
TOTAL LANDSCAPE / IRRIGATED AREA: XXXX SF
MAXIMUM DEMAND: XX GPM
ESTIMATED ANNUAL WATER USAGE: XXXX GALLONS / YEAR



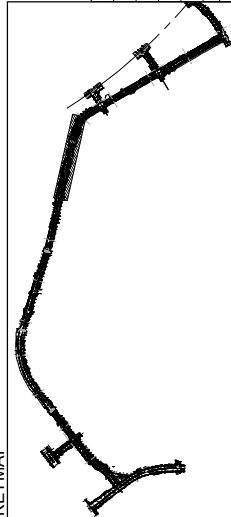
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS	
PRELIMINARY UTILITY NOTICE	
MARINA DEL REY LANDSCAPING	
DATE: 4/26/2012	PROJECT: MARINA DEL REY LANDSCAPING
PCA: X240000336	RDC0015137
IRRIGATION PLAN	
LS-4.2	OF



IRRIGATION NOTES:

1. SEE SHEET LS-1.3 FOR IRRIGATION LEGEND AND SHEET LS-1.2 FOR IRRIGATION INSTALLATION NOTES.
2. SEE SHEETS LS-4.8 AND 4.9 FOR IRRIGATION DETAILS.
3. SEE SHEET LS-1.2 FOR GENERAL CONSTRUCTION/REMOVAL NOTES.
4. WORK SHOWN ON THE IRRIGATION PLANS IS DIAGRAMMATIC. LOCATE NEW IRRIGATION LINES, VALVES AND EQUIPMENT IN PLANTING AREAS. AVOID LOCATING LINES WHERE MAJOR TREES ARE PROPOSED.
5. CONTRACTOR SHALL VERIFY THE EXISTING WATER PRESSURE AT THE PROPOSED POINT OF CONNECTION PRIOR TO INSTALLATION OF SYSTEM. WATER SERVICE AND WATER PRESSURE INFORMATION ARE AVAILABLE THROUGH THE WATER PURVEYOR, XXX WATER DISTRICT. XXXX AT (XXX)XXX-XXXX.
6. ELECTRICAL METER. CONTRACTOR TO TIE INTO ELECTRIC METER AT THE SERVICE CONNECTION. CONTRACTOR SHALL VERIFY THE EXISTING WATER PRESSURE AT THE SERVICE CONNECTION PRIOR TO INSTALLATION OF SYSTEM. WATER SERVICE AND WATER PRESSURE INFORMATION. REFER TO ELECTRICAL INSTALLATION NOTES ON SHEET E-1 FOR ADDITIONAL INFORMATION.
7. P.O.C. FOR THE WATER TO BE DOWNSTREAM OF THE WATER METER. SEE IRRIGATION INSTALLATION NOTES FOR ADDITIONAL INFORMATION.
8. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND AND UNDERGROUND UTILITY SYMBOLS.

KEYMAP



WATER DEMAND:
TOTAL LANDSCAPE / IRRIGATED AREA: XXXX SF
MAXIMUM DEMAND: XX GPM
ESTIMATED ANNUAL WATER USAGE: XXXX GALLONS / YEAR

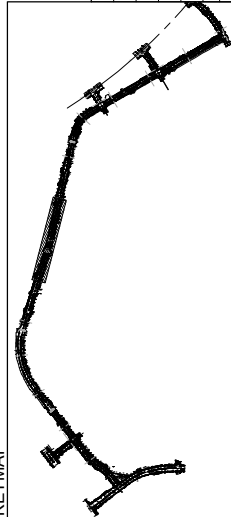
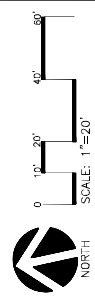
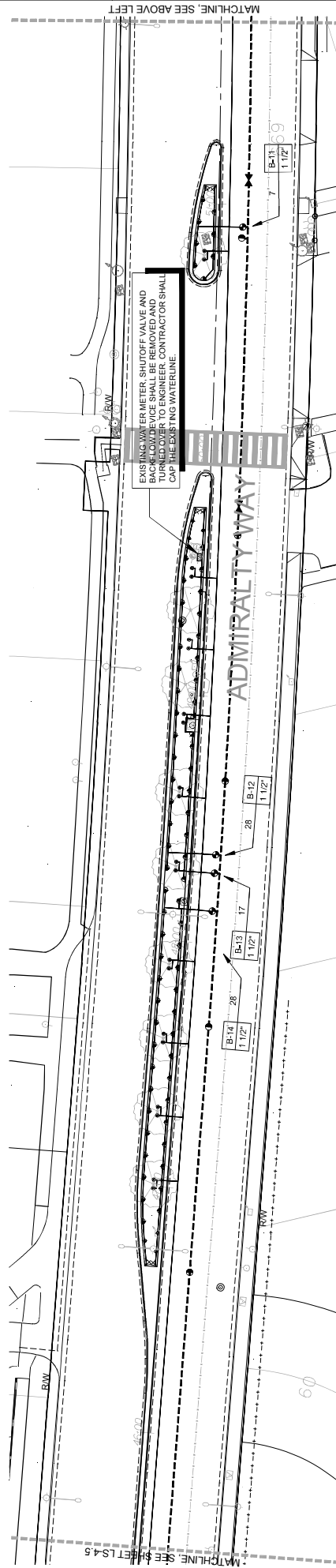
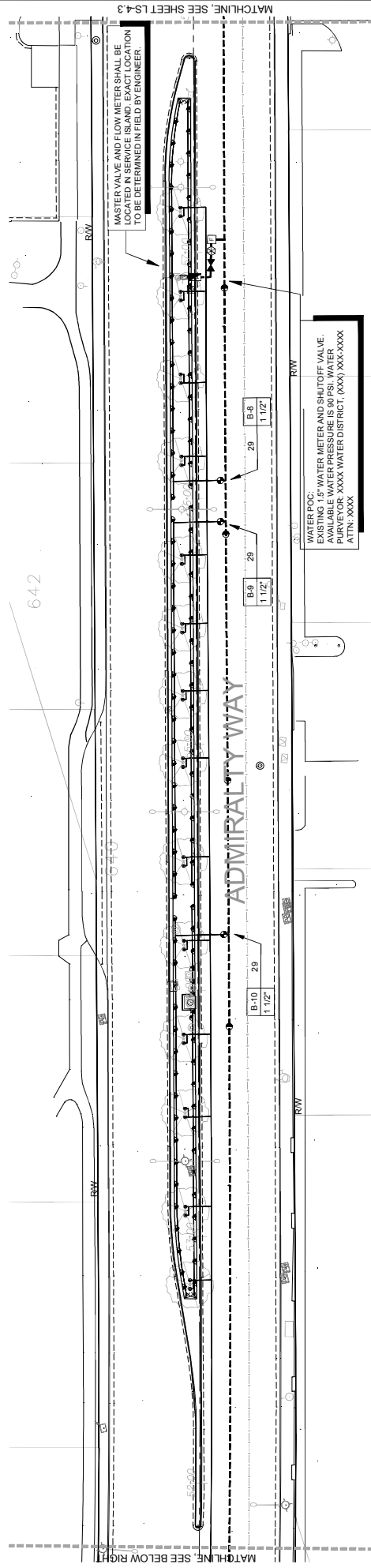


SCALE: 1"=20'

REVISIONS	
DATE	DESCRIPTION

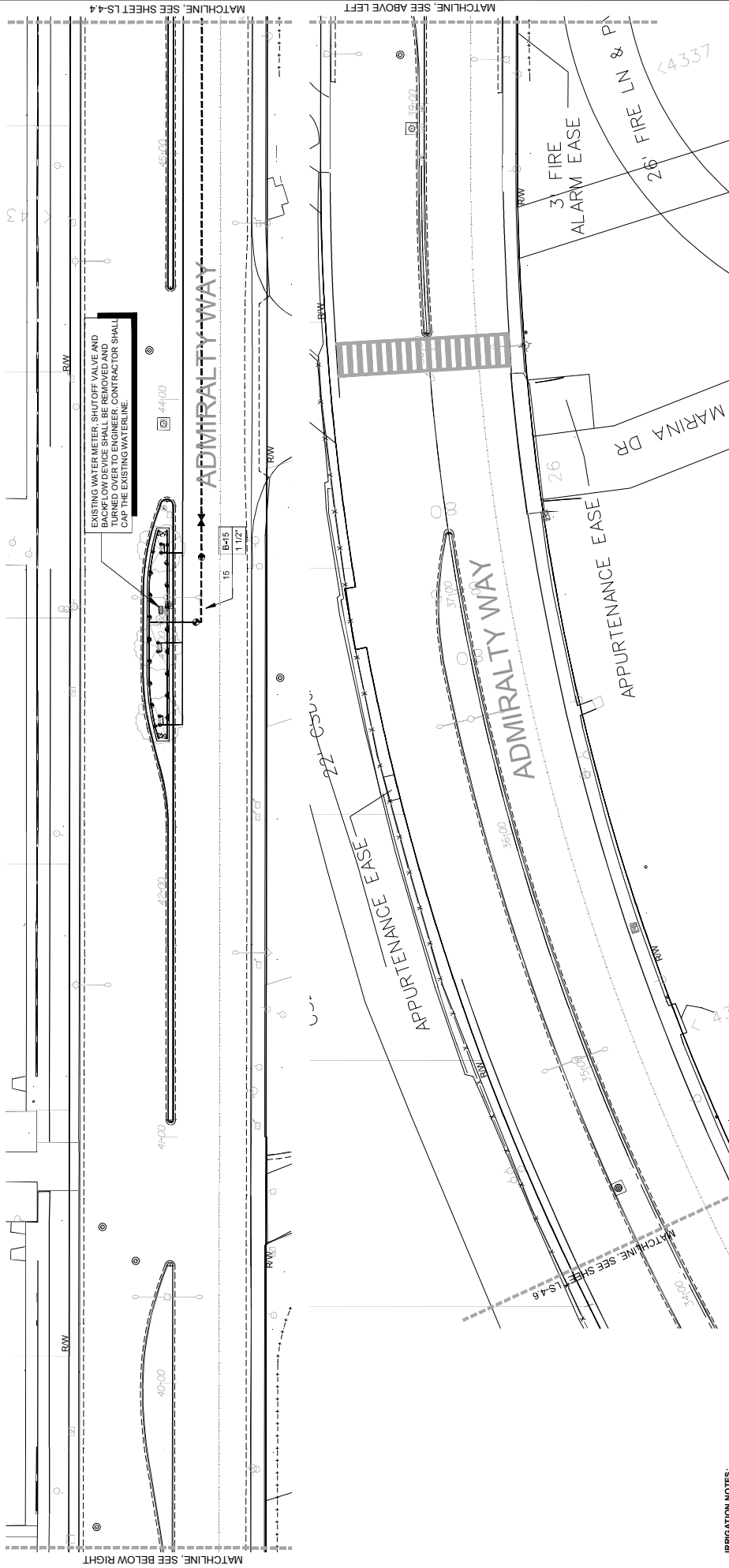
PROJECT: MARINA DEL REY LANDSCAPING	
DATE: 4/26/2012	PROJECT NUMBER: PCA 2240000336
DESIGNED BY: [Signature]	CHECKED BY: [Signature]
APPROVED BY: [Signature]	

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS	
PRELIMINARY UTILITY NOTICE	
MARINA DEL REY LANDSCAPING	
IRRIGATION PLAN	
DATE: 4/26/2012	PROJECT NUMBER: PCA 2240000336
SHEET: 15137	OF: 15137
LS-4.3	



1. SEE SHEET LS-1.3 FOR IRRIGATION LEGEND AND SHEET LS-1.2 FOR IRRIGATION INSTALLATION NOTES.
2. SEE SHEET LS-4.8 AND 4.9 FOR IRRIGATION DETAILS.
3. SEE SHEET LS-1.2 FOR GENERAL CONSTRUCTION/REMOVAL NOTES.
4. WORK SHOWN ON THE IRRIGATION PLANS IS DIAGRAMMATIC. LOCATE NEW IRRIGATION LINES, VALVES AND EQUIPMENT IN PLANTING AREAS. AVOID LOCATING LINES WHERE MAJOR TREES ARE PROPOSED.
5. CONTRACTOR SHALL VERIFY THE EXISTING WATER PRESSURE AT THE PROPOSED POINT OF CONNECTION PRIOR TO INSTALLATION OF SYSTEM. WATER SERVICE AND WATER PRESSURE INFORMATION ARE AVAILABLE THROUGH THE WATER PURVEYOR. XXX WATER DISTRICT. XXXX AT XXX-XXX-XXXX.
6. ELECTRICAL METEER, CONTRACTOR TO TIE INTO ELECTRIC METER AT THE SERVICE PEDSITAL. CONTRACTOR IS RESPONSIBLE FOR PURCHASING AND INSTALLING THE SERVICE PEDSITAL. REFER TO ELECTRIC INSTALLATION NOTES ON SHEET E-1 FOR ADDITIONAL INFORMATION.
7. P.O.C. FOR THE WATER TO BE DOWNSTREAM OF THE WATER METER. SEE IRRIGATION INSTALLATION NOTES FOR ADDITIONAL INFORMATION.
8. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND AND UNDERGROUND UTILITY SYMBOLS.

[illegible]



1. SEE SHEET LS-1.3 FOR IRRIGATION LEGEND AND SHEET LS-1.2 FOR IRRIGATION INSTALLATION NOTES.

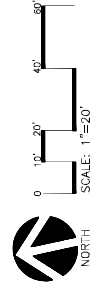
2. SEE SHEET LS-4.8 AND 4.9 FOR IRRIGATION DETAILS.
3. SEE SHEET LS-1.2 FOR GENERAL CONSTRUCTION/REMOVAL NOTES.
4. WORK SHOWN ON THE IRRIGATION PLANS IS DIAGRAMMATIC. LOCATE NEW IRRIGATION LINES, VALVES AND EQUIPMENT IN PLANTING AREAS. AVOID LOCATING WHERE MAJOR TREES ARE PROPOSED.
5. CONTRACTOR SHALL VERIFY THE EXISTING WATER PRESSURE AT THE PROPOSED POINT OF CONNECTION PRIOR TO INSTALLATION OF SYSTEM WATER AND WATER PRESSURE INFORMATION ARE AVAILABLE THROUGH THE WATER PURVEYOR. XXX WATER DISTRICT: XXXX AT (XXXX)XXX-XXXX.
6. ELECTRICAL CONTRACTOR TO TIE INTO ELECTRIC METER AT THE SERVICE PEDestal. CONTRACTOR IS RESPONSIBLE FOR PURCHASING AND INSTALLING THE SERVICE PEDestal. REFER TO ELECTRIC INSTALLATION NOTES ON SHEET E-1 FOR ADDITIONAL INFORMATION.
7. P.O.C. FOR THE WATER TO BE DOWNSTREAM OF THE WATER METER. SEE IRRIGATION INSTALLATION NOTES FOR ADDITIONAL INFORMATION.
8. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND AND UNDERGROUND UTILITY SYMBOLS.

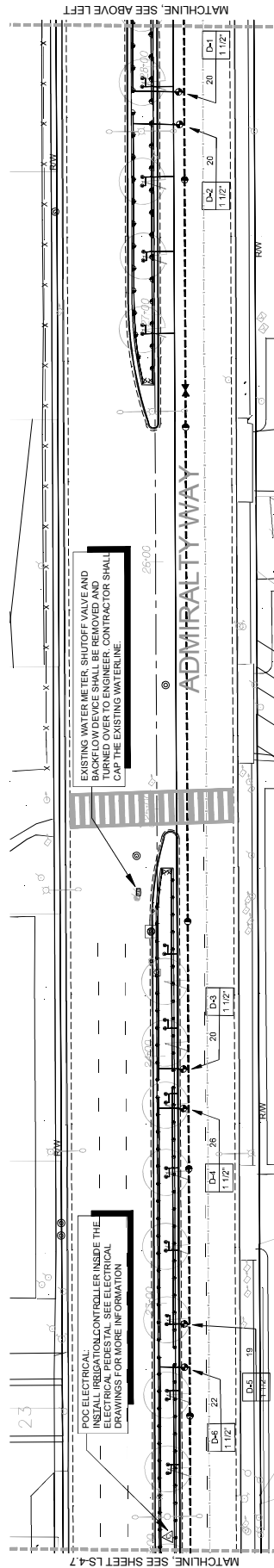
WATER DEMAND:
TOTAL LANDSCAPE / IRRIGATED AREA: XXXX SF
MAXIMUM DEMAND: XX GPM
ESTIMATED ANNUAL WATER USAGE: XXXX GALLONS / YEAR

[illegible]

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
PRELIMINARY UTILITY NOTICE
MARINA DEL REY LANDSCAPING

DATE: 4/26/2012	PCA X240000436	RDC0015137	SHEET X OF
IRRIGATION PLAN			LS-4.5



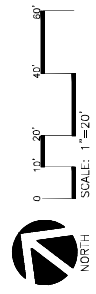


POC ELECTRICAL:
INSTALL IRRIGATION CONTROLLER INSIDE THE
ELECTRICAL PEDESTAL. SEE ELECTRICAL
DRAWINGS FOR MORE INFORMATION

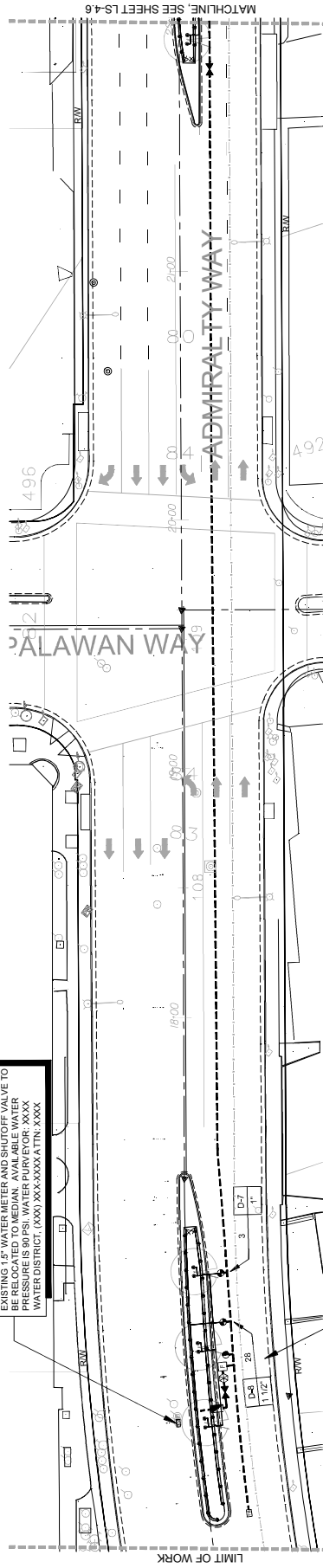
- IRRIGATION NOTES:**



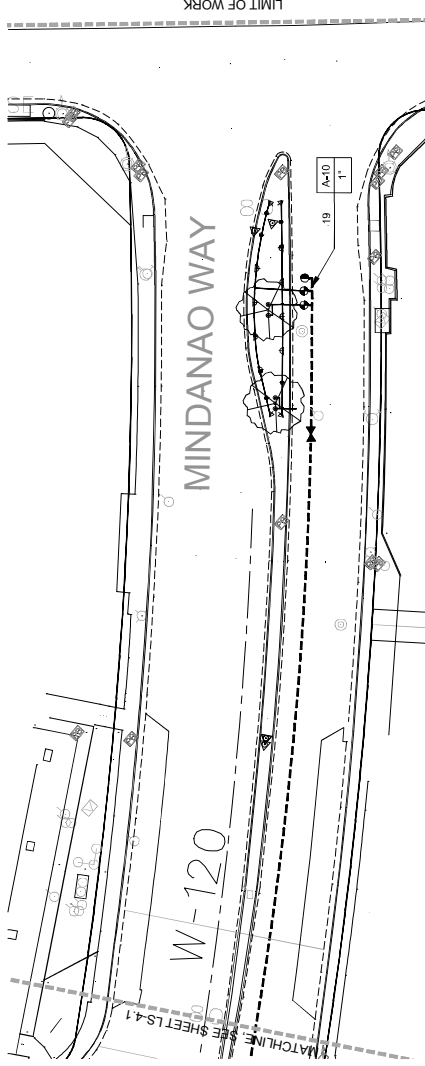
WATER DEMAND:
TOTAL LANDSCAPE / IRRIGATED AREA: XXXX SF
MAXIMUM DEMAND: XX GPM
ESTIMATED ANNUAL WATER USAGE: XXXX GALLONS / YEAR

[illegible]

WATER POC:
EXISTING 1.5" WATER METER AND SHUTOFF VALVE TO
BE RELOCATED TO MEDIAN. AVAILABLE WATER
METER SHALL BE LOCATED AT THE WATER POC.
WATER DISTRICT: (XXX) XXX-XXX-ATN: XXXX



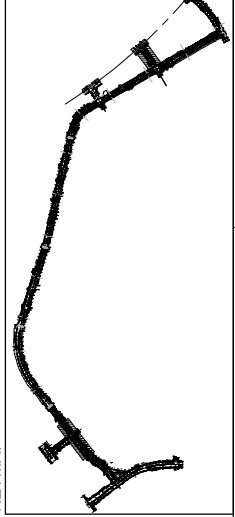
MASTER VALVE AND FLOW METER SHALL BE
LOCATED IN SERVICE ISLAND. EXACT LOCATION
TO BE DETERMINED IN FIELD BY ENGINEER.



IRRIGATION NOTES:

1. SEE SHEET LS-1.3 FOR IRRIGATION LEGEND AND SHEET LS-1.2 FOR IRRIGATION INSTALLATION NOTES.
2. SEE SHEET LS-4.8 AND 4.9 FOR IRRIGATION DETAILS.
3. SEE SHEET LS-1.2 FOR GENERAL CONSTRUCTION/REMOVAL NOTES.
4. WORK SHOWN ON THE IRRIGATION PLANS IS DIAGRAMMATIC. LOCATE NEW IRRIGATION LINES, VALVES AND EQUIPMENT IN PLANTING AREAS. AVOID LOCATING LINES WHERE MAJOR TREES ARE PROPOSED.
5. CONTRACTOR SHALL VERIFY THE EXISTING WATER PRESSURE AT THE PROPOSED POINT OF CONNECTION PRIOR TO INSTALLATION OF SYSTEM. WATER SERVICE AND WATER PRESSURE SHALL BE AVAILABLE THROUGH THE WATER PURVEYOR. XXX WATER DISTRICT. XXXXAT (XXX)XXX-XXXX.
6. ELECTRICAL METER: CONTRACTOR TO TIE INTO ELECTRIC METER AT THE SERVICE PEDESTAL. CONTRACTOR IS RESPONSIBLE FOR PURCHASING AND INSTALLING THE SERVICE PEDESTAL. REFER TO ELECTRICAL INSTALLATION NOTES ON SHEET E-1 FOR ADDITIONAL INFORMATION.
7. P.O.C. FOR THE WATER TO BE DOWNSTREAM OF THE WATER METER. SEE IRRIGATION INSTALLATION NOTES FOR ADDITIONAL INFORMATION.
8. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND AND UNDERGROUND UTILITY SYMBOLS.

KEYMAP

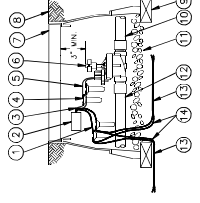


WATER DEMAND:
TOTAL LANDSCAPE / IRRIGATED AREA: XXXX SF
MAXIMUM DEMAND: XX GPM
ESTIMATED ANNUAL WATER USAGE: XXXX GALLONS / YEAR



COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
PRELIMINARY UTILITY NOTICE
MARINA DEL REY LANDSCAPING

DATE: 4/26/2012 PCA: 2410000336 RDC0015137 SHEET **LS-4.7** OF

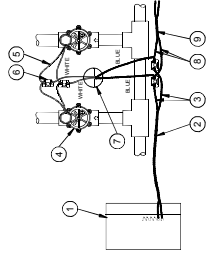


-
- 1 BLUE WIRE FROM FIELD DECODER (1 OF 2)
- 2 FIELD DECODER
- 3 FIELD DECODER MOUNTING PLATE M31011 DECODER OR FD-1021 LIFT M35004 DECODER
- 4 WATERPROOF WIRE CONNECTOR 3M DRY GRAYINGS APPROVED US3A1 (1 OF 4)
- 5 SOLENOID WIRE (1 OF 2)
- 6 REMOTE CONTROL VALVE
- 7 CONCRETE VALVE BOX WITH COVER
- 8 FINISH GRADE OR TOP OF MULCH
- 9 BRICK (1 OF 4)
- 10 PVC MANHOLE PIPE
- 11 MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
- 12 PVC LATERAL PIPE
- 13 TWO-WIRE CABLE TO NEXT DEVICE (FIELD DECODER, SENSOR DECODER, LIFT PROTECTOR OR CONTROL LINE)
- 14 WIRE PATH (14 AWG) FROM FIELD DECODER
- 15 MAXIMUM LENGTH OF SECONDARY WIRE (14 AWG) IS 450 FEET
- 16 PLACE 3 FEET OF EXTRA WIRE FOR SERVICING

NOTES:

1. MAXIMUM LENGTH OF SECONDARY WIRE PATH (14 AWG) FROM FIELD DECODER TO SOLENOID IS 450 FEET.
2. PLACE 3 FEET OF EXTRA WIRE IN EVERY VALVE BOX FOR EASIER SERVICING.

© DECODER TO REMOTE CONTROL VALVE



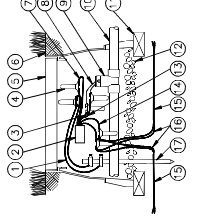
-
- 1 TWO-WIRE RECORDER CONTROLLER
SEE IRRIGATION LEGEND
- 2 TWO-WIRE CABLE TO CONTROLLER
- 3 COMMUNICATION WIRE TO CONTROLLER
- 4 SOLENOID VALVE
- 5 SOLENOID WIRE (1 OF 4)
- 6 WATERPROOF WIRE CONNECTOR, 3M 1018 OR AGENT APPROVED ECU 1 OF 4
- 7 FIELD DECODER RAIN BIRD 102UR1
- 8 COMMUNICATION WIRE TO NEXT DEVICE OR LINE SURGE PROTECTOR
- 9 TWO-WIRE CABLE TO NEXT DEVICE OR LINE SURGE PROTECTOR
- NOTES:
MAXIMUM LENGTH OF SECONDARY WIRE PATH (14 AWG) FROM DECODER TO SOLENOID IS 450 FEET.

NOTES:

1. MAXIMUM LENGTH OF SECONDARY WIRE PATH (14 AWG) FROM DECODER TO SOLENOID IS 450 FEET.
2. IF OPERATING TWO VALVES PER DECODER ADDRESS, CALCULATE THE DISTANCE OF EACH OF THE TWO VALVES FROM THE DECODER AND ADD THE DISTANCES TOGETHER. THE TOTAL DISTANCE MUST NOT EXCEED 450 FEET.

H DECODER TO MULTIPLE VALVES

⑤ DECODER

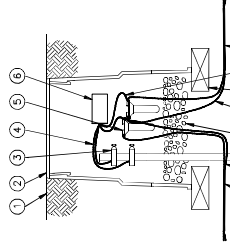


-
- The diagram illustrates the installation of a water level sensor system. It shows a cross-section of a concrete wall with a valve box and a sensor assembly. Numbered callouts 1 through 6 point to various components:
- 1**: GREEN/YELLOW WIRE FROM SD-20T/UHF TO GROUNDING ROD BRASS CLAMP (1 OF 2)
 - 2**: RAIN BIRD SD-20T/UHF M12000 SENSOR
 - 3**: RED WIRE FROM SD-20T/UHF TO FLOW SENSOR
 - 4**: WATERPROOF WIRE CONNECTORS 3M DBP-6 ON AGENCY APPROVED EQUAL (1 OF 5)
 - 5**: CONCRETE VALVE BOX
 - 6**: FINISH GRADE OR TOP OF MULCH
- Below the diagram, there are two columns of numbered items corresponding to the callouts in the diagram:
- (7) WATERPROOF CONNECTOR (1 OF 2)
 - (8) FLOW SENSOR WIRE (1 OF 2)
 - (9) FLOW SENSOR
 - (10) PVC MAINLINE PIPE
 - (11) BRICK (1 OF 4)
 - (12) MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
 - (13) BLACK WIRE FROM SD-20T/UHF TO FLOW SENSOR
 - (14) BLUE WIRE FROM SD-20T/UHF (1 OF 2)
 - (15) TWO-WIRE CABLE TO NEXT DEVICE
 - (16) COMMUNICATION WIRE TO NEXT DEVICE
 - (17) GROUNDING ROD
- To the right of the diagram, there are additional notes:
- NOTES:**
- (1) MAXIMUM LENGTH OF SECONDARY WIRE PATH IS 10 FEET.
 - (2) (14 AWG) FROM DIODECORDER TO RELAY IS 450 FEET.
 - (3) PLACE 3 FEET OF EXTRA WIRE IN VALVE BOX.
 - (4) INSTALL A 1/2" X 1/2" TRANSMITTER PT #232 BETWEEN THE SENSOR DECODER AND THE DIODECORDER.
 - (5) GROUNDINGS SHOULD BE TO 10 OHMS OR LESS.

NOTES	
1. MP	RED WIRE FROM SD-210TURF TO FLOW SENSOR
2. PL	WATERPROOF WIRE CONNECTOR: 3M DBV-6 OR AGENCY APPROVED EQUAL (1 OF 6)
3. IN	CONCRETE VALVE BOX
4. BE	CONCRETE VALVE BOX
5. SE	FINISH GRADE OR TOP OF M.I.L.C.H.

④ DECODER TO FLOW SENSOR

2



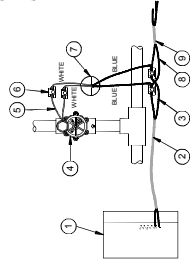
- 1 FINISH GRADE OR TOP OF MILCH
- 2 CONCRETE WALL BOX WITH RINGED AND TACKABLE STEEL COVER
- 3 GROUNDING ROD 10' OHMS OR LESS
- 4 GREEN/YELLOW WIRE FROM FIELD CLAMP TO GROUNDING ROD BRASS CLAMP (1 OF 2)
- 5 WATERPROOF WIRE CONNECTOR 3M DBX 6 (1 OF 2) OR AGENCY APPROVED EQUAL
- 6 LINE SURGE PROTECTOR
- 7 RAIN RIBD LSP-1 TURF M100-08 OR AGENCY APPROVED EQUAL
- 8 TWO-WIRE CABLE TO NEXT DEVICE (FIELD DECODER, SENSOR, DECODER, LINE SURGE PROTECTOR OR CONTROLLER)
- 9 COMMUNICATION WIRE TO NEXT DEVICE (FIELD DECODER, SENSOR, DECODER, LINE SURGE PROTECTOR OR CONTROLLER)
- 10 6" MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
- 11 BRICK (1 OF 4)
- 12 WAVE WIRE FROM LSP-1 TURF TO FIELD DECODER
- 13 WAVE WIRE FROM LSP-1 TURF TO (STAR CONFIGURATION)

NOTES:

1. LSP-1TURF SHALL BE INSTALLED EVERY 500-FEET OR FOR EVERY EIGHT DECODERS ON TWO-WIRE PATH.
2. LSP-1TURF TO BE INSTALLED AT END OF WIRE RUN THAT TERMINATES IN THE FIELD (STAR CONFIGURATION).

⑤ DECODER TO GROUNDING ROD

NTS

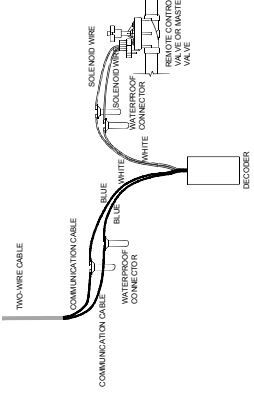


- | | |
|---|---|
| 1 | TWO WIRE DECODER CONTROLLER
SEE IRRIGATION LEGEND |
| 2 | TWO WIRE TO ESP34X CONTROLLER |
| 3 | COMMUNICATION WIRE TO
ESP34X CONTROLLER |
| 4 | SOLENOID VALVE OR MASTER VALVE |
| 5 | SOLENOID WIRE (1 OF 2) |
| 6 | WATERPROOF WIRE CONNECTOR
3M DBY-4 OR AGENCY APPROVED
(1 OF 2) |
| 7 | FIELD DECODER
ELECTRONIC TURF M3011
DECODER OR AGENCY
APPROVED |
| 8 | COMMUNICATION WIRE TO NEXT
FIELD DECODER OR LINE
SURGE PROTECTOR |
| 9 | TWO WIRE CABLE TO NEXT PULSE
FIELD DECODER, SENSOR DECODER
OR LINE SURGE PROTECTOR) |
- NOTE:
1. MAXIMUM LENGTH OF SECONDARY WIRE
SOLENOID IS 500 FEET

NOTE:
1. MAXIMUM LENGTH OF SECONDARY WIRE PATH (14 AWG) FROM FIELD DECODER TO SOLENOID IS 450 FEET.

A DECODER TO VALVE AND CONTROLLER

NTS

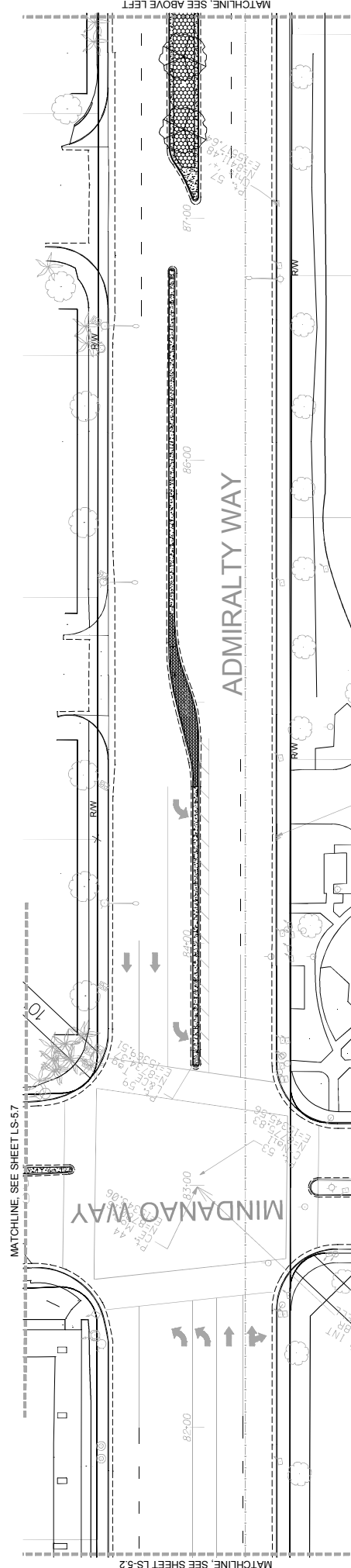
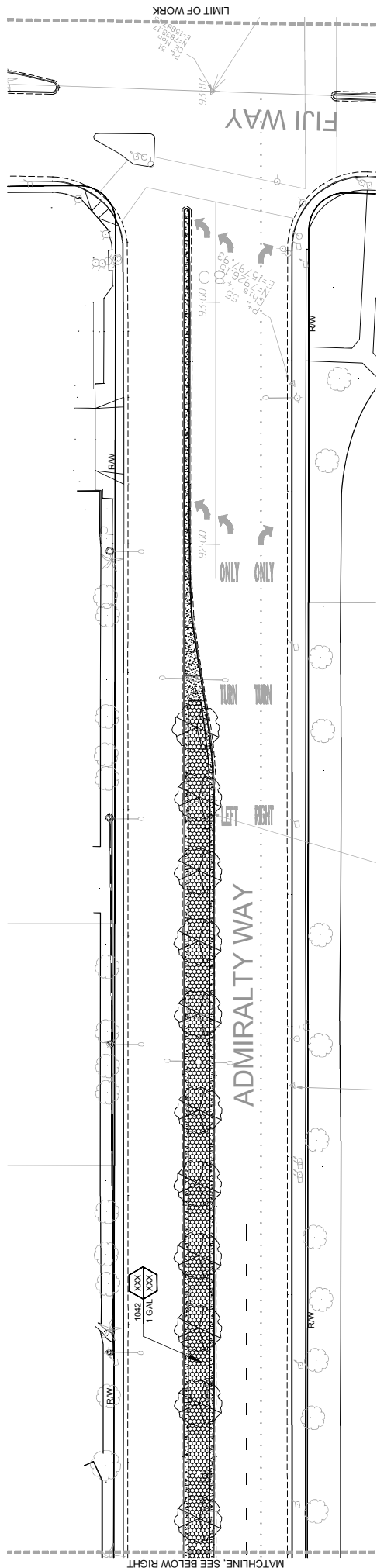


- NOTE:**
1. MAXIMUM LENGTH OF SECONDARY WIRE PATH (14 AWG) FROM DECODER TO SOLENOID IS 450 FEET.

⑧ DECODER WIRING DIAGRAM, TYP.:

NTS

[illegible]



NOTES:

1. SEE SHEET LS-1.2 FOR PLANTING NOTES.
2. SEE SHEET LS-1.3 OR LS-5.7 FOR PLANTING LEGEND.
3. SEE SHEET LS-5.9 FOR PLANTING DETAILS.
4. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND, SYMBOLS LEGEND, AND UNDERGROUND UTILITY SYMBOLS.

KEYMAP

CONSTRUCTION PLAN

LS-5.1

DATE: 4/26/2012 PCA: 2410000336 RDC0015137 SHEET X OF

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

PRELIMINARY UTILITY NOTICE

MARINA DEL REY LANDSCAPING

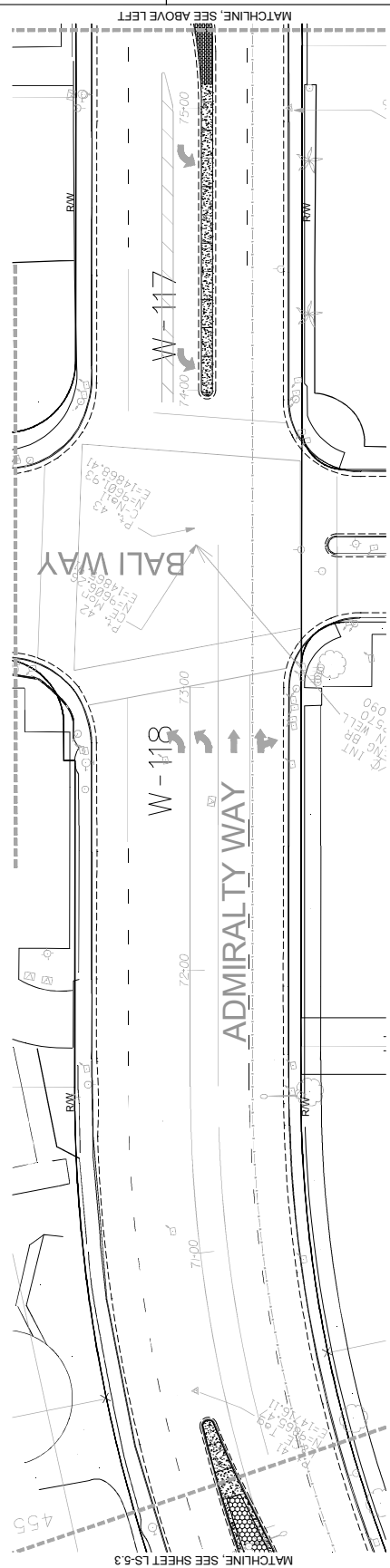
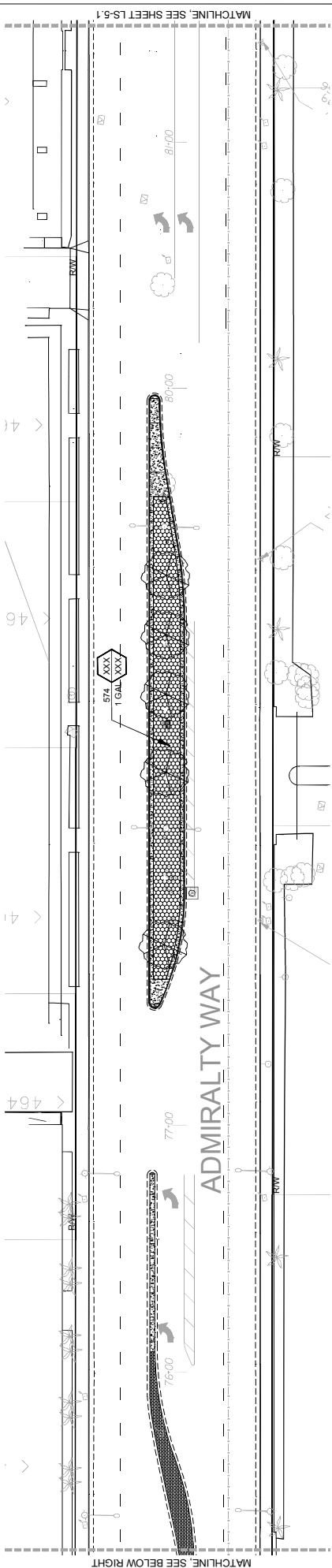
DATE	BY	DESCRIPTION

PROJECT: MARINA DEL REY LANDSCAPING
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
DATE: 4/26/2012

0 10' 20' 40' 60'

NORTH

SCALE: 1"=20'



NOTES:

1. SEE SHEET LS-12 FOR PLANTING NOTES.
2. SEE SHEET LS-13 OR LS-5.7 FOR PLANTING LEGEND.
3. SEE SHEET LS-5.9 FOR PLANTING DETAILS.
4. SEE SHEET LS-13 FOR ABBREVIATION AND ACRONYM LEGEND, SYMBOLS LEGEND, AND UNDERGROUND UTILITY SYMBOLS.

KEYMAP

CONSTRUCTION PLAN

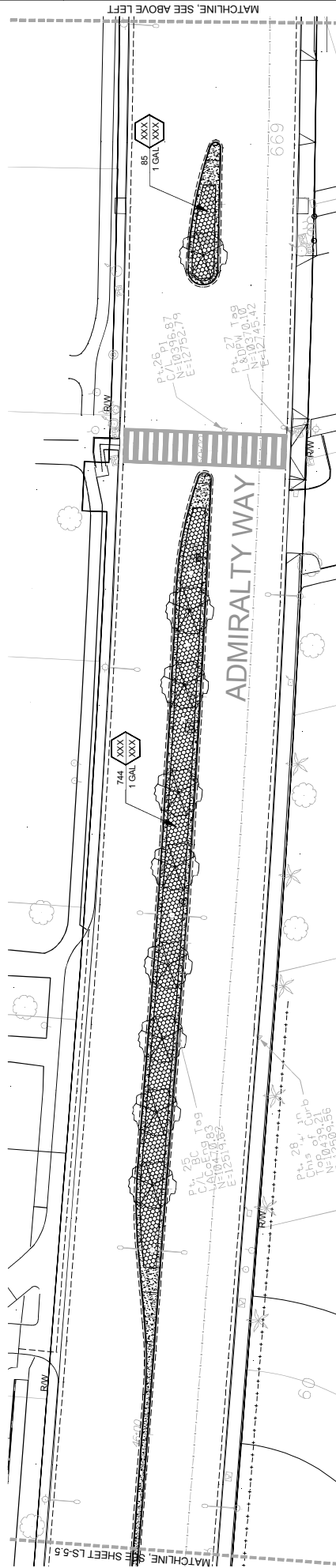
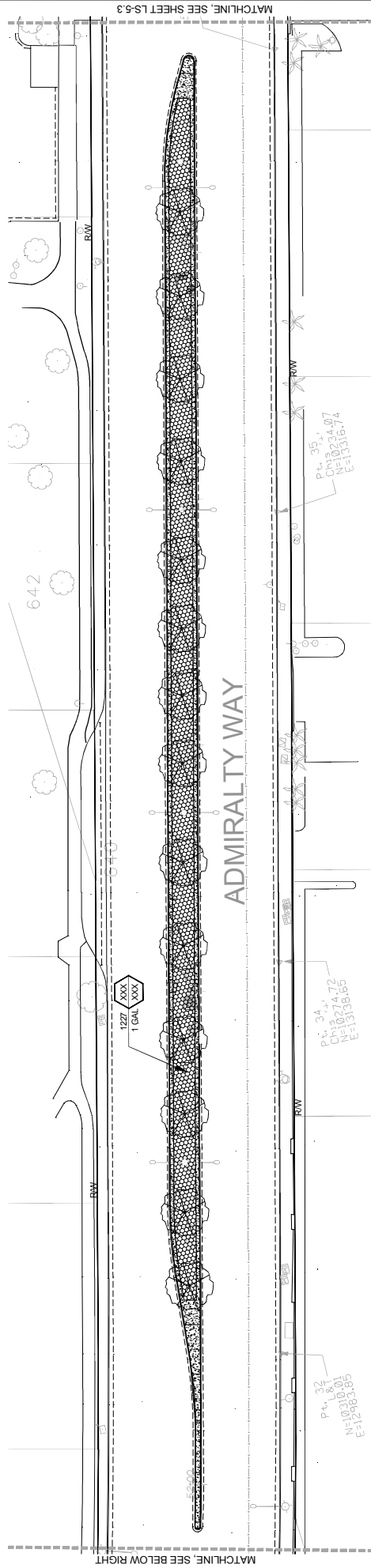
DATE: 4/26/2012 PROJECT: MARINA DEL REY LANDSCAPING RDC0015137 SHEET X OF

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

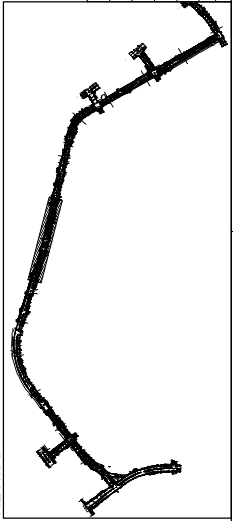
PRELIMINARY UTILITY NOTICE

MARINA DEL REY LANDSCAPING

LS-5.2



KEYMAP



NOTES:

1. SEE SHEETS LS-1.2 FOR PLANTING NOTES.
2. SEE SHEET LS-1.3 OR LS-4.7 FOR PLANTING LEGEND.
3. SEE SHEET LS-4.9 FOR PLANTING DETAILS.
4. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND, SYMBOLS LEGEND, AND UNDERGROUND UTILITY SYMBOLS.

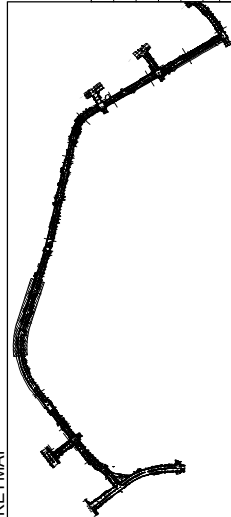
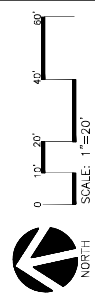


COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
PRELIMINARY UTILITY NOTICE
MARINA DEL REY LANDSCAPING

CONSTRUCTION PLAN
DATE: 4/26/2012
PROJECT: MARINA DEL REY LANDSCAPING
RDC0015137
SHEET X OF

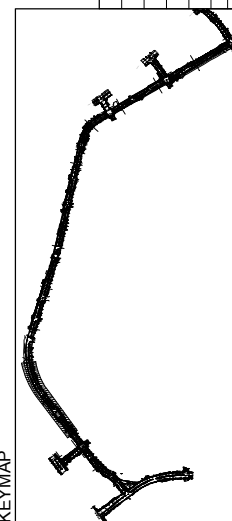
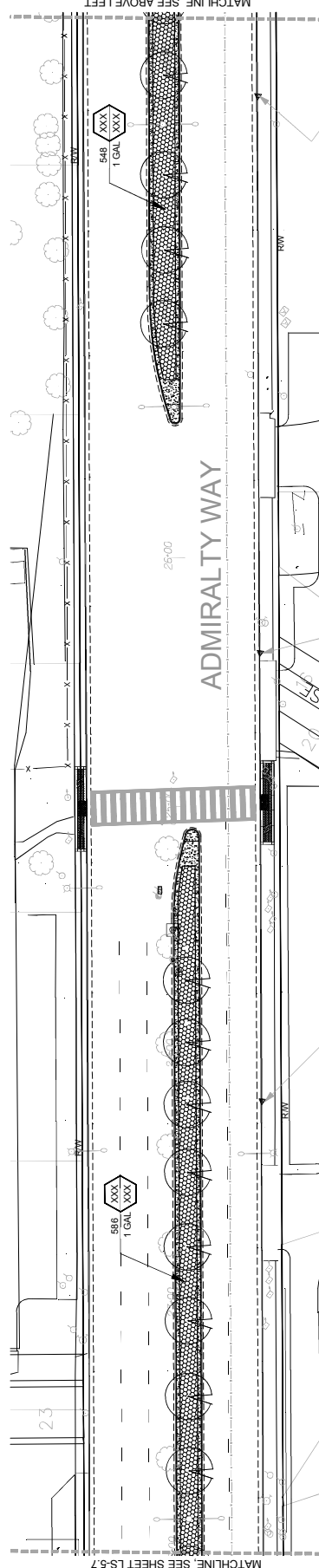
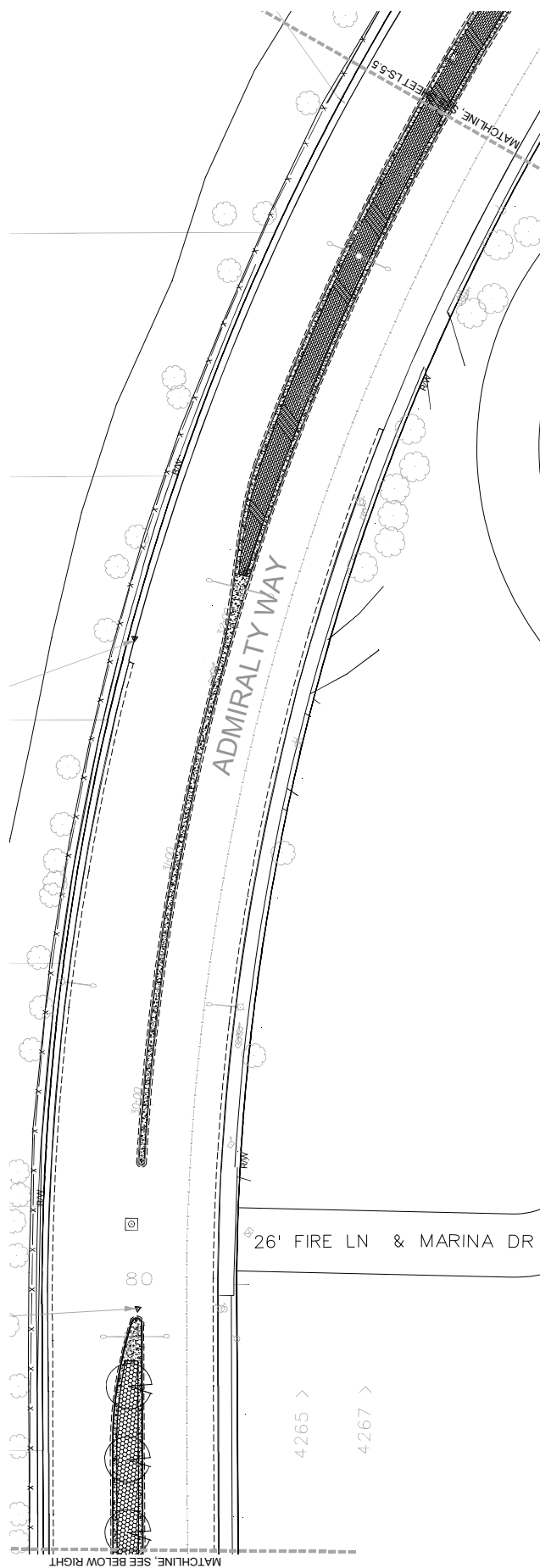
REVISIONS

DATE	BY	DESCRIPTION
------	----	-------------



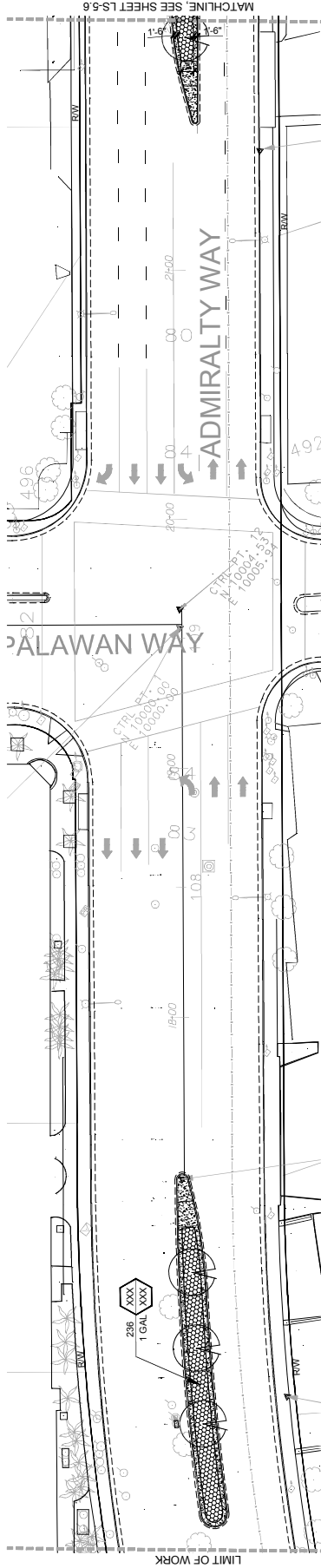
- NOTES:**
1. SEE SHEET LS-1.2 FOR PLANTING NOTES.
 2. SEE SHEET LS-1.3 OR LS-5.7 FOR PLANTING LEGEND.
 3. SEE SHEET LS-5.9 FOR PLANTING DETAILS.
 4. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND, SYMBOLS LEGEND, AND UNDERGROUND UTILITY SYMBOLS.

[illegible]



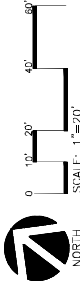
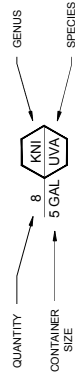
- NOTES:**
1. SEE SHEET LS-1.2 FOR PLANTING NOTES.
 2. SEE SHEET LS-1.3 OR LS-5.7 FOR PLANTING LEGEND.
 3. SEE SHEET LS-5.9 FOR PLANTING DETAILS.
 4. SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND, SYMBOLS LEGEND, AND UNDERGROUND UTILITY SYMBOLS.

[illegible]

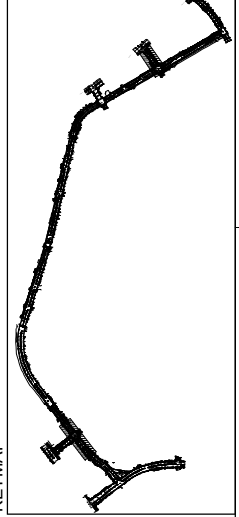


PLANTING LEGEND					★ WATER	★ PAVING	
ID	SYMBOL	BOTANICAL NAME / (COMMON NAME)	SIZE	QTY			SPACING REMARKS
TREES							
		ARBUTUS 'MARINA' / (STRAWBERRY TREE)	24" BOX	XX	STANDARD	L	
		ERIOBOTRYA DEFELIXA / (BRONZE LOQUAT)	24" BOX	XX	STANDARD	L	
SHRUBS, VINES & GROUNDCOVERS							
ACH		ACHILLEA M. 'PAPRIKA' / (YARROW)	1 GAL.	XX	2" O.C.	18" L	
AGA		AGAVE COLORATA / (MECAL)	1 GAL.	XX	2" O.C.	18" L	
CEA		CEANOTHUS M. 'FROSTY DAWN' / (MARITIME CEANOTHUS)	1 GAL.	XX	3" O.C.	30" L	
SEN		SENECIO MANDRALISCAE / (NCN)	1 GAL.	XX	2" O.C.	24" L	
LEY		LEYMUS TRITICOIDES / (CREEPING WILD RYE)	1 GAL.	XX	2" O.C.	18" L	
LIM		LIMONIUM PEREZII / (SEA LAVENDER)	1 GAL.	XX	2" O.C.	18" L	
TRA		TRADESCANTIA P. 'PURPUREA' / (PURPLE HEART)	1 GAL.	XX	1" O.C.	12" L	
TUL		TULBAGHIA V. 'SILVER LACE' / (SOCIETY GARLIC)	1 GAL.	XX	1" O.C.	12" L	
SIL			1 GAL.	XX	1" O.C.	12" L	

*WATER USE PER WUCOL: VL=VERY LOW, L=LOW, M=MODERATE, HH=HIGH



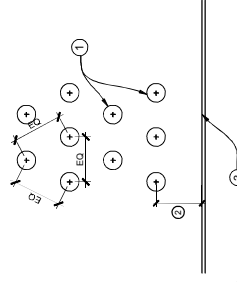
KEYMAP



NOTES:

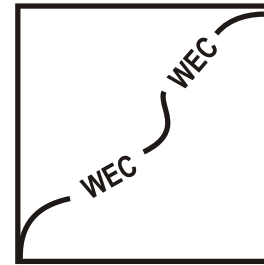
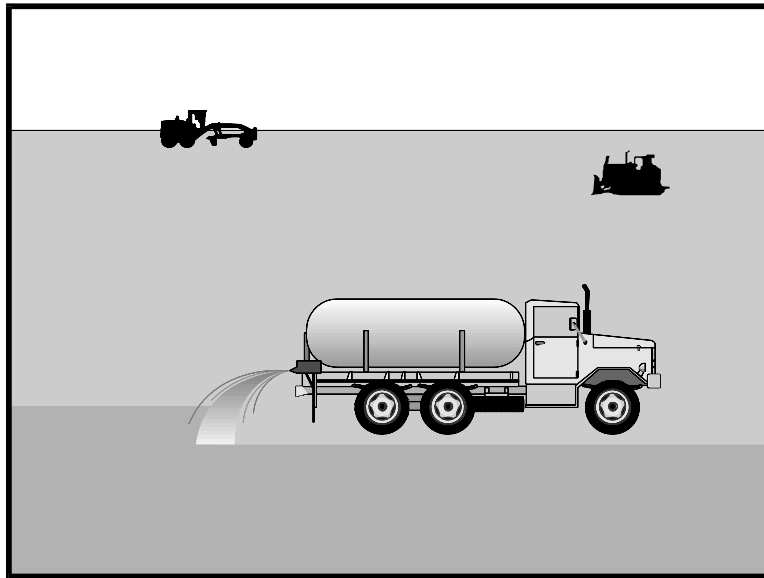
- SEE SHEET LS-1.2 FOR PLANTING NOTES.
- SEE SHEET LS-1.3 OR LS-5.7 FOR PLANTING LEGEND.
- SEE SHEET LS-5.9 FOR PLANTING DETAILS.
- SEE SHEET LS-1.3 FOR ABBREVIATION AND ACRONYM LEGEND, SYMBOLS LEGEND, AND UNDERGROUND UTILITY SYMBOLS.

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS	
PRELIMINARY UTILITY NOTICE	
MARINA DEL REY LANDSCAPING	
DATE: 4/26/2012	PROJECT: MARINA DEL REY LANDSCAPING
PCA: X240000436	RDC0015137
CONSTRUCTION PLAN	
LS-5.7	
SHEET 6 OF 6	



APPENDIX B

BEST MANAGEMENT PRACTICES



Standard Symbol

BMP Objectives

- Soil Stabilization
- Sediment Control
- Tracking Control
- Wind Erosion Control
- Non-Storm Water Management
- Materials and Waste Management

Definition and Purpose Wind erosion control consists of applying water and/or other dust palliatives as necessary to prevent or alleviate erosion by the forces of wind. Covering of small stockpiles or areas is an alternative to applying water or other dust palliatives.

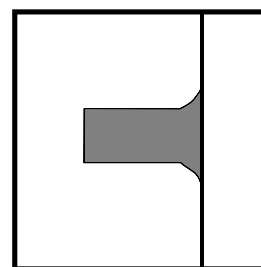
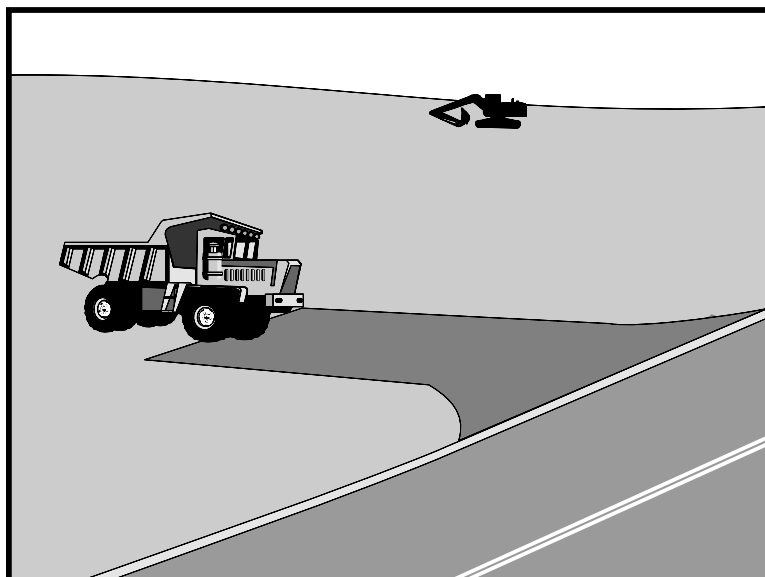
Appropriate Applications ■ This practice is implemented on all exposed soils subject to wind erosion.

Limitations ■ Effectiveness depends on soil, temperature, humidity and wind velocity.

Standards and Specifications

- Water shall be applied by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution.
- All distribution equipment shall be equipped with a positive means of shutoff.
- Unless water is applied by means of pipelines, at least one mobile unit shall be available at all times to apply water or dust palliative to the project.
- If reclaimed water is used, the sources and discharge must meet California Department of Health Services water reclamation criteria and the Regional Water Quality Control Board requirements. Non-potable water shall not be conveyed in tanks or drain pipes that will be used to convey potable water and there shall be no connection between potable and non-potable supplies. Non-potable tanks, pipes and other conveyances shall be marked "NON-POTABLE WATER - DO NOT DRINK."
- Materials applied as temporary soil stabilizers and soil binders will also provide wind erosion control benefits.

Maintenance and Inspection ■ Check areas that have been protected to ensure coverage.



Standard Symbol

BMP Objectives

- Soil Stabilization
- Sediment Control
- Tracking Control
- Wind Erosion Control
- Non-Storm Water Management
- Materials and Waste Management

Definition and Purpose

A stabilized construction access is defined by a point of entrance/exit to a construction site that is stabilized to reduce the tracking of mud and dirt onto public roads by construction vehicles.

Appropriate Applications

- Use at construction sites:
 - Where dirt or mud can be tracked onto public roads.
 - Adjacent to water bodies.
 - Where poor soils are encountered.
 - Where dust is a problem during dry weather conditions.
- This BMP may be implemented on a project-by-project basis in addition to other BMPs when determined necessary and feasible by the Contractor or Engineer.

Limitations

- Site conditions will dictate design and need.

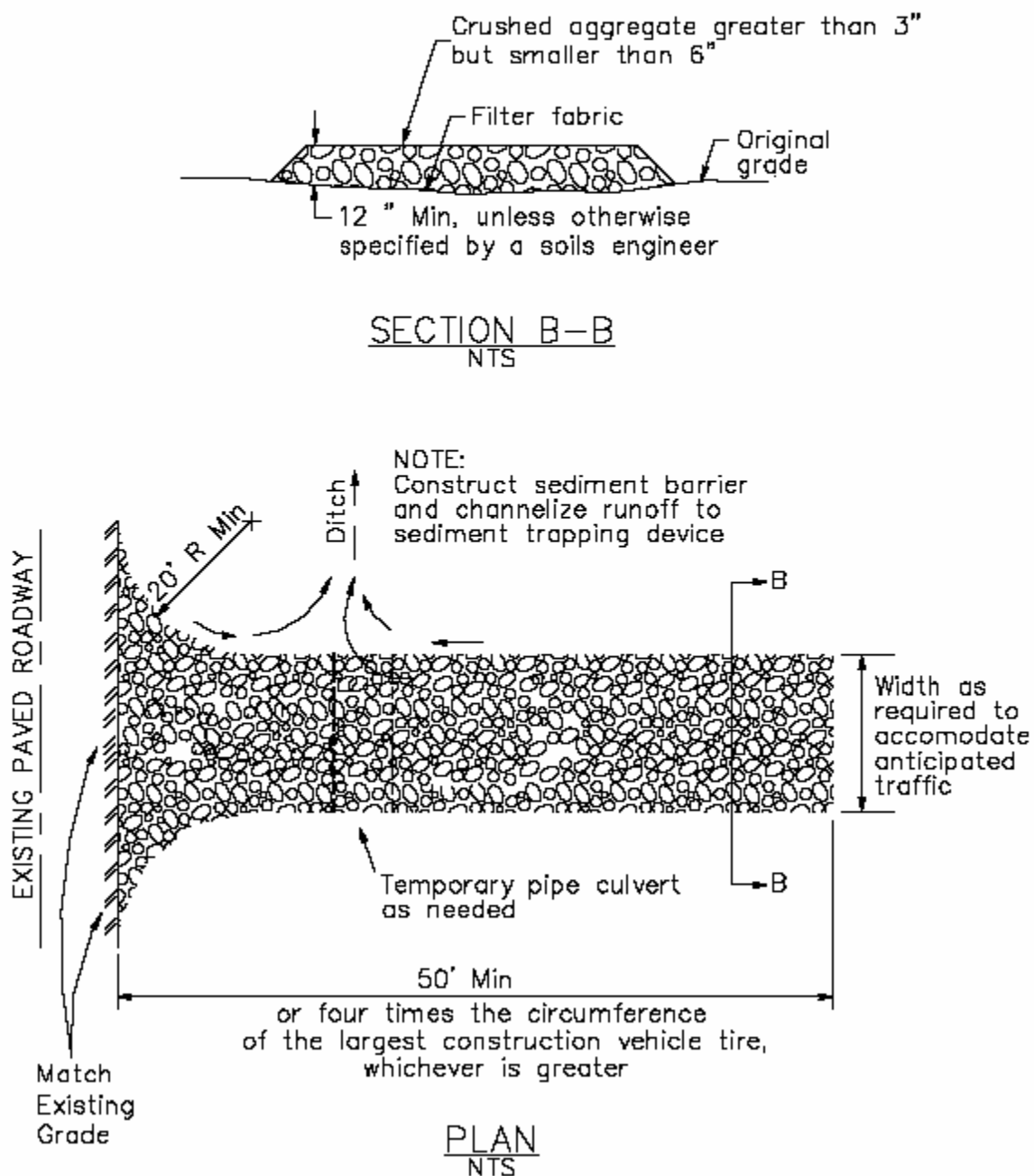
Standards and Specifications

- Limit the points of entrance/exit to the construction site.
- Limit speed of vehicles to control dust.
- Properly grade each construction entrance/exit to prevent runoff from leaving the construction site.
- Route runoff from stabilized entrances/exits through a sediment-trapping device before discharge.
- Design stabilized entrance/exit to support the heaviest vehicles and equipment that will use it.

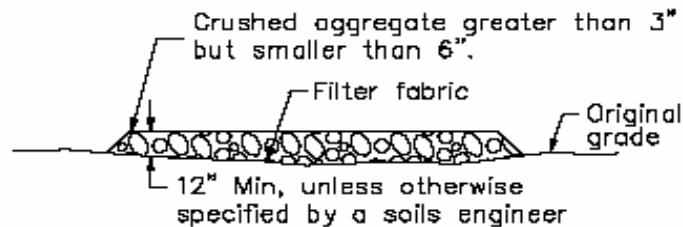
- Select construction access stabilization (aggregate, asphaltic concrete, concrete) based on longevity, required performance, and site conditions. The use of asphalt concrete (AC) grindings for stabilized construction access/roadway is not allowed.
- Use of constructed/manufactured steel plates with ribs for entrance/exit access is allowed with written approval from the Engineer.
- If aggregate is selected, place crushed aggregate over geotextile fabric to at least 12 in. depth, or place aggregate to a depth recommended by the Engineer. Crushed aggregate greater than 3 inches and smaller than 6 inches shall be used.
- Designate combination or single purpose entrances and exits to the construction site.
- Implement BMP SC-7, “Street Sweeping and Vacuuming” as needed and as required.
- Require all employees, subcontractors, and suppliers to utilize the stabilized construction access.
- All exit locations intended to be used continuously and for a period of time shall have stabilized construction entrance/exit BMPs (TC-1 “Stabilized Construction Entrance/Exit” or TC-3 “Entrance/Outlet Tire Wash”).

Maintenance and Inspection

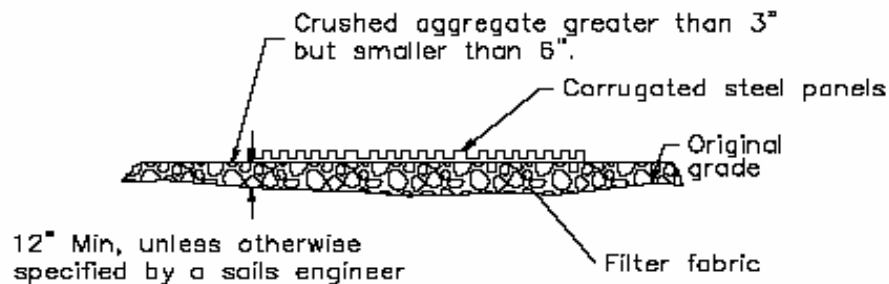
- Inspect routinely for damage and assess effectiveness of the BMP. Remove aggregate, separate and dispose of sediment if construction entrance/exit is clogged with sediment or as directed by the Engineer.
- Keep all temporary roadway ditches clear.
- Inspect for damage and repair as needed.



Stabilized Construction Entrance/Exit (Type 1)

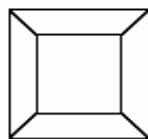


SECTION B-B
NTS

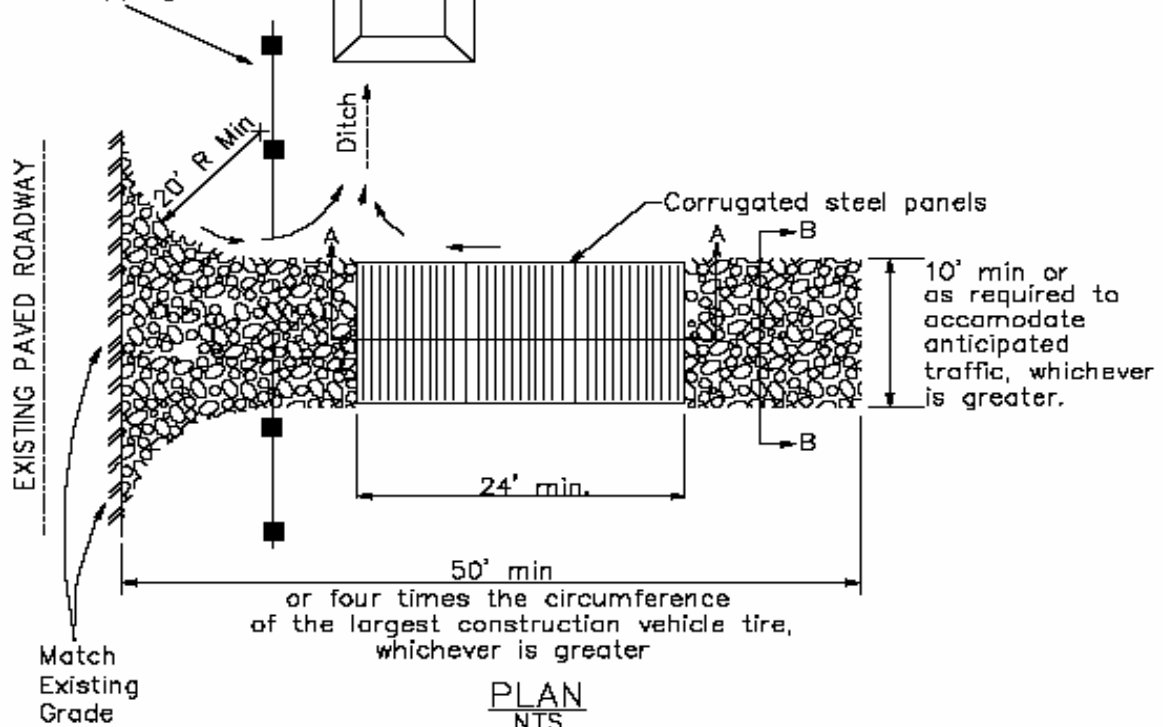


SECTION A-A
NOT TO SCALE

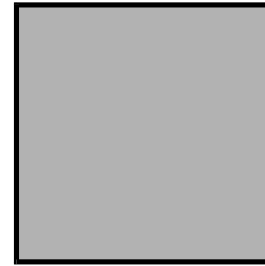
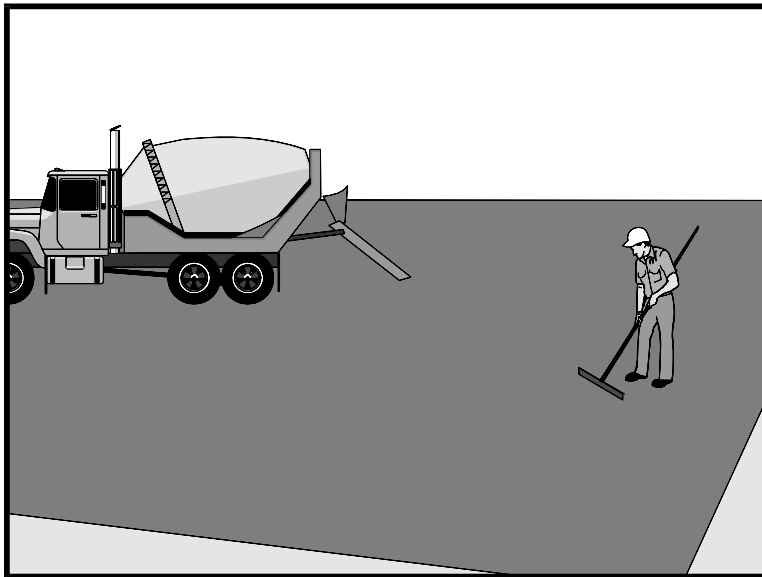
NOTE:
Construct sediment barrier and channelize runoff to sediment trapping device



Sediment trapping device



Stabilized Construction Entrance/Exit (Type 2)



Standard Symbol

BMP Objectives

- Soil Stabilization
- Sediment Control
- Tracking Control
- Wind Erosion Control
- Non-Storm Water Management
- Materials and Waste Management

Definition and Purpose

Procedures and practices for conducting paving, saw cutting, and grinding operations to minimize the transport of pollutants to the storm drain system or receiving water body.

Appropriate Applications

These procedures are implemented where paving, surfacing, resurfacing, grinding or sawcutting, may pollute stormwater runoff or discharge to the storm drain system or watercourses.

Limitations

- Finer solids are not effectively removed by filtration systems.
- Paving opportunities may be limited during wet weather.

Standards and Specifications

- Substances used to coat asphalt transport trucks, asphalt trucks, and asphalt spreading equipment shall not contain soap and shall be non-foaming and non-toxic.
- Place plastic materials under asphaltic concrete (AC) paving equipment while not in use, to catch and/or contain drips and leaks. See also BMP WM-4, "Spill Prevention and Control."
- When paving involves AC, the following steps shall be implemented to prevent the discharge of uncompacted or loose AC, tack coats, equipment cleaners, or other paving materials:
 - Minimize sand and gravel from new asphalt from getting into storm drains, streets, and creeks by sweeping.
 - Old or spilled asphalt must be recycled or disposed of as approved by the Engineer.

- AC grindings, pieces, or chunks used in embankments or shoulder backing must not be allowed to enter any storm drain or watercourses. Install silt fence until structure is stabilized or permanent controls are in place.
 - Collect and remove all broken asphalt and recycle when practical or dispose of offsite in accordance with all applicable laws and regulations.
 - Any AC chunks and pieces used in embankments must be approved by the Engineer and must be placed above the water table and covered by at least 1 ft of material.
 - During chip seal application and sweeping operations, petroleum or petroleum covered aggregate must not be allowed to enter any storm drain or water courses. Use filter fabric covers over drain inlets until installation is complete.
 - Use only non-toxic substances to coat asphalt transport trucks and asphalt spreading equipment.
- Drainage inlet structures and manholes shall be covered with filter fabric during application of seal coat, tack coat, slurry seal, and/or fog seal.
 - Seal coat, tack coat, slurry seal, or fog seal shall not be applied if rainfall is predicted to occur during the application or curing period.
 - Paving equipment parked onsite shall be parked over plastic to prevent contamination.
 - Clean asphalt-coated equipment off-site whenever possible. When cleaning dry, hardened asphalt from equipment, manage hardened asphalt debris as described in BMP WM-5, “Solid Waste Management.” Any cleaning onsite shall follow BMP NS-8, “Vehicle and Equipment Cleaning.”
 - Do not wash sweepings from exposed aggregate concrete into a storm drain system. Collect and return to aggregate base stockpile, or dispose of properly.
 - Allow aggregate rinse to settle. Then, either allow rinse water to dry in a temporary pit as described in BMP WM-8, “Concrete Waste Management,” or dispose of offsite in accordance with all applicable laws and regulations.
 - Do not allow saw-cut Portland Concrete Cement (PCC) slurry to enter storm drains or watercourses.

Pavement Grinding or Removal

- Residue from PCC grinding operations shall be picked up by means of a vacuum attachment to the grinding machine, shall not be allowed to flow across the pavement, and shall not be left on the surface of the pavement. See also BMP WM-8, “Concrete Waste Management,” and BMP WM-10,



“Liquid Waste Management.”

- Collect pavement digout material by mechanical or manual methods. This material may be recycled if approved by the Engineer for use as shoulder backing or base material at locations approved by the Engineer.
- If digout material cannot be recycled, transport the material to a storage site approved by the Engineer or offsite in accordance with all applicable laws and regulations.
- Digout activities shall not be conducted in the rain.
- When approved by the Engineer, stockpile material removed from roadways away from drain inlets, drainage ditches, and watercourses and stored consistent with BMP WM-3, “Stockpile Management.”
- Disposal or use of AC grindings shall be approved by the Engineer. See also BMP WM-8, “Concrete Waste Management.”

Thermoplastic Striping

- All thermoplastic striper and pre-heater equipment shutoff valves shall be inspected to ensure that they are working properly to prevent leaking thermoplastic from entering drain inlets, the stormwater drainage system, or watercourses.
- The pre-heater shall be filled carefully to prevent splashing or spilling of hot thermoplastic. Leave six inches of space at the top of the pre-heater container when filling thermoplastic to allow room for material to move when the vehicle is deadheaded.
- Contractor shall not pre-heat, transfer, or load thermoplastic near drain inlets or watercourses.
- Clean truck beds daily of loose debris and melted thermoplastic. When possible recycle thermoplastic material. Thermoplastic waste shall be disposed of in accordance with all applicable laws and regulations.

Raised/Recessed Pavement Marker Application and Removal

- Do not transfer or load bituminous material near drain inlets, the stormwater drainage system or watercourses.
- Melting tanks shall be loaded with care and not filled to beyond six inches from the top to leave room for splashing when vehicle is deadheaded.
- When servicing or filling melting tanks, ensure all pressure is released before removing lids to avoid spills.
- On large scale projects, use mechanical or manual methods to collect excess

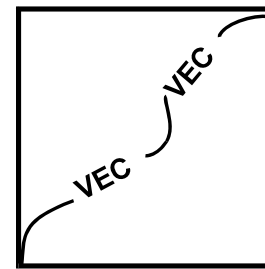
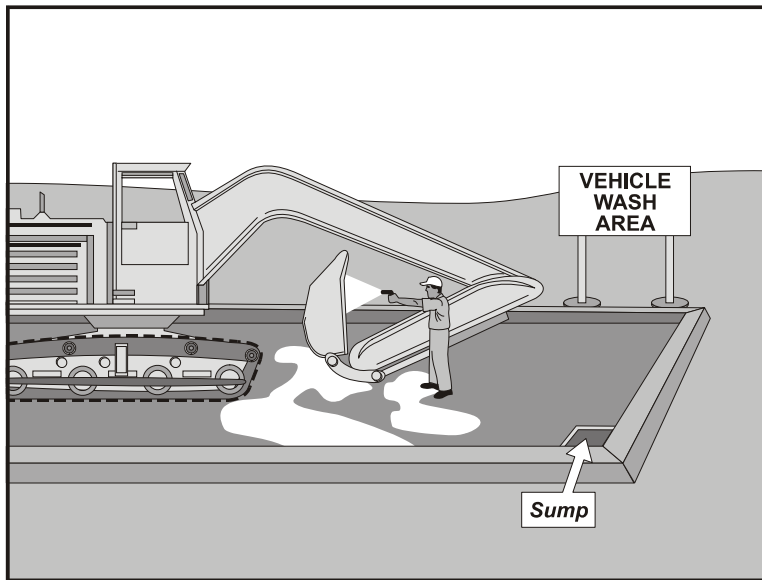


bituminous material from the roadway after removal of markers.

Maintenance and Inspection

- Waste shall be disposed of in accordance with all applicable laws and regulations.
- Inspect and maintain machinery regularly to minimize leaks and drips.
- Ensure that employees and subcontractors are implementing appropriate measures during paving operations.
- Dispose of waste materials as specified above or as directed by the Engineer.





Standard Symbol

BMP Objectives

- Soil Stabilization
- Sediment Control
- Tracking Control
- Wind Erosion Control
- Non-Storm Water Management
- Materials and Waste Management

Definition and Purpose	Vehicle and equipment cleaning procedures and practices are used to minimize or eliminate the discharge of pollutants from vehicle and equipment cleaning operations to storm drain system or to watercourses.
Appropriate Applications	These procedures are applied on all construction sites where vehicle and equipment cleaning is performed.
Limitations	<ul style="list-style-type: none"> ■ None.
Standards and Specifications	<ul style="list-style-type: none"> ■ On-site vehicle and equipment washing is discouraged. ■ Cleaning of vehicles and equipment with soap, solvents or steam shall not occur on the project site unless the Engineer has been notified in advance and the resulting wastes are fully contained and disposed of offsite in conformance with all applicable laws and regulations. Resulting wastes and by-products shall not be discharged or buried and must be captured and recycled or disposed according to the requirements of WM-10, "Liquid Waste Management" or WM-6, "Hazardous Waste Management," depending on the waste characteristics. Minimize use of solvents. The use of diesel for vehicle and equipment cleaning is prohibited. ■ Vehicle and equipment wash water shall be contained for percolation or evaporative drying away from storm drain inlets or watercourses and shall not be discharged on site. Apply sediment control BMPs if applicable. ■ All vehicles/equipment that regularly enter and leave the construction site must be cleaned off-site. ■ When vehicle/equipment washing/cleaning must occur onsite, and the operation cannot be located within a structure or building equipped with appropriate disposal facilities, the outside cleaning area shall have the

following characteristics, and shall be arranged with the construction stormwater coordinator:

- Located away from storm drain inlets, drainage facilities, or watercourses.
 - Paved with concrete or asphalt and bermed to contain wash waters and to prevent run-on and runoff.
 - Configured with a sump to allow collection and disposal of wash water.
 - Wash waters shall not be discharged to storm drains or watercourses.
 - Used only when necessary.
- When cleaning vehicles/equipment with water:
- Use as little water as possible. High pressure sprayers may use less water than a hose, and shall be considered.
 - Use positive shutoff valve to minimize water usage.
 - Facility wash racks shall discharge to a sanitary sewer, recycle system or other approved discharge system and shall not discharge to the storm drainage system or watercourses.
- Maintenance and Inspection
- The control measure shall be inspected at a minimum of once a week.
 - Monitor employees and subcontractors throughout the duration of the construction project to ensure appropriate practices are being implemented.
 - Inspect sump regularly and remove liquids and sediment as needed or as directed by the Engineer.

APPENDIX C

Table 9

Traffic on Streets in the Vicinity of Admiralty Way
Street Improvements Project

Table 9: Traffic on Streets in the Vicinity of Admiralty Way Street Improvements Project

Route / Street	Between		Peak Hour		Peak Month (Peak Daily Traffic)		Average Daily Traffic	
			North or East bound	South or West bound	North or East bound	South or West bound	North or East bound	South or West bound
1*	Jefferson	Culver Blvd.	4750	4750	58000	58000	52000	52000
1*	Culver Blvd.	Junction Route 90, Marina Freeway	4800	3950	58000	49500	53000	45000
1*	Junction Route 90, Marina Freeway	Washington Blvd	4750	4800	61000	63000	56000	58000
90*	Junction Route 1, Lincoln Blvd.	Mindanao Way	2400	2400	31000	31000	29500	29500
90*	Mindanao Way	Culver Blvd.	4400	4400	56000	56000	54000	54000
90*	Culver Blvd.	Centinela Ave.	5000	5000	64000	64000	62000	62000
90*	Centinela Ave.	Junction Rte 405, San Diego Freeway	6200	6200	81000	81000	78000	78000
Admiralty Way	Via Marina**	Palawan Way+	1304	1407				
Admiralty Way	Palawan Way**	Bali Way++	1376	1644				

*2009 Data from California Department of Transportation (<http://traffic-counts.dot.ca.gov/index.htm>)
**Mar 2010 Data from Los Angeles County Department of Public Works
+Aug 2007 Data from Los Angeles County Department of Public Works
++Jan-Jun 2007 Data from Los Angeles County Department of Public Works

APPENDIX D

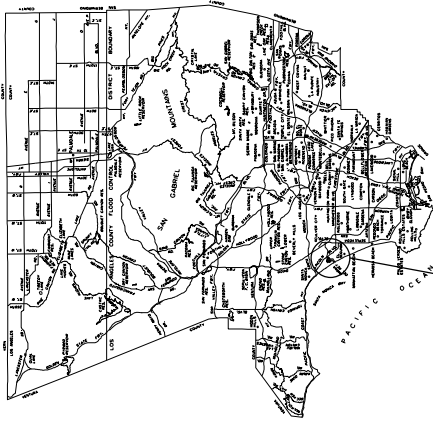
ROAD IMPROVEMENT PLANS

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

ADMIRALTY WAY STREET IMPROVEMENT

ADMIRALTY WAY - VIA MARINA TO FIJI WAY
VIA MARINA - MARQUESAS WAY TO WASHINGTON BOULEVARD
BALI WAY - ADMIRALTY WAY TO LINCOLN BOULEVARD
MINDANAO WAY - ADMIRALTY WAY TO LINCOLN BOULEVARD

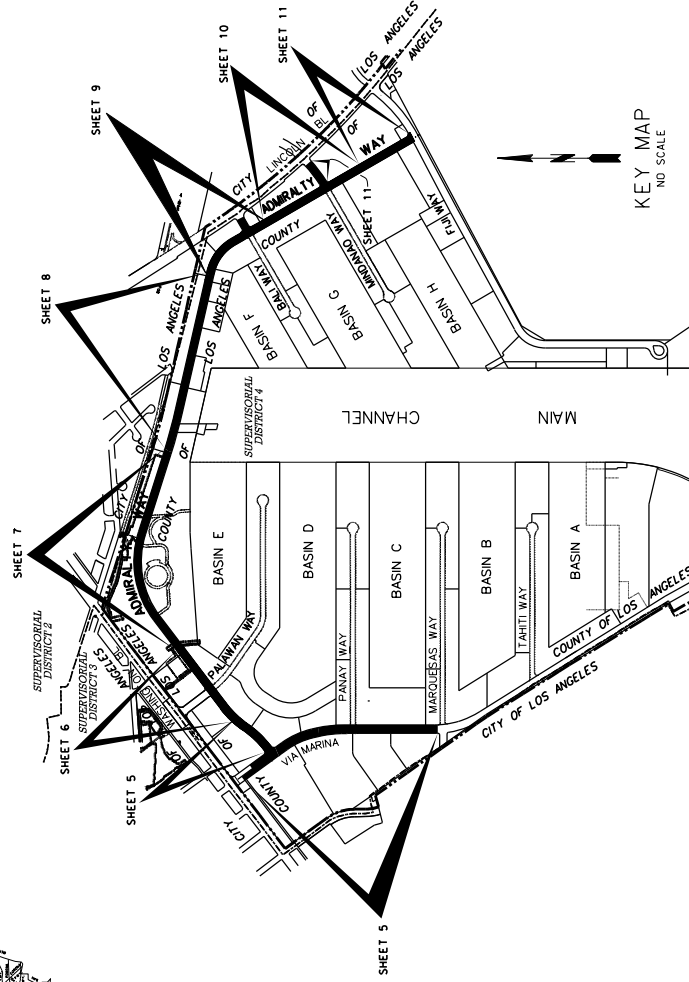
TOTAL LENGTH 2.09 MILES



LOCATION MAP
PROJECT SITE
T.C. 671 46-7
672 46-7
701 J1
R.D. 433

INDEX

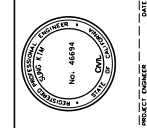
SHEET NO. 1	TITLE SHEET
SHEET NO. 2	CONSTRUCTION NOTES AND REFERENCES
SHEET NO. 3 - 4	TYPICAL SECTION AND DETAILS
SHEET NO. 5	PLAN SHEET
SHEET NO. 6	PLAN AND PROFILE SHEET
SHEET NO. 7 - 8	PLAN SHEETS
SHEET NO. 9 - 10	PLAN AND PROFILE SHEET
SHEET NO. 11	PLAN SHEETS
PLAN LS	LANDSCAPING PLAN
PLAN SL	STREET LIGHT PLAN
PLAN SP	STRIPING PLAN
PLAN TC	TRAFFIC CONTROL PLAN
PLAN TS	TRAFFIC SIGNAL PLAN



KEY MAP
NO SCALE

Los Angeles County
Department of Public Works
The Information Shown Hereon is
60% PLAN
Unofficial and Subject to Change
Date: 05/02/72

TWO DAYS BEFORE YOU DIG CALL USA TOLL FREE 1-800-227-2600		APPROVED CAL FARMER BY: _____ DATE: _____ RECOMMENDED BY: _____ DATE: _____ SUBMITTED BY: _____ DATE: _____		DIRECTOR OF PUBLIC WORKS DATE: _____		COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS	
DESIGNER S. KIM		CHECKER C. CLINE		CAD PROJECT FILE NAME RDC0015137		PROJECT NUMBER PCA X14000435	
DRAWN S. KIM		DATE 05/02/72		SHEET 1 OF 11		PLAN RD	



ADMIRALTY WAY STREET IMPROVEMENTS
TITLE SHEET
PROJECT ID NO. RDC0015137

CONSTRUCTION LEGEND

ITEMS UNDERLINED TO BE CONSTRUCTED

PORTLAND CEMENT CONCRETE CURB AND GUTTER

PORTLAND CEMENT CONCRETE CURB

ASPHALT CONCRETE CURB

PORTLAND CEMENT CONCRETE LONGITUDINAL GUTTER

PORTLAND CEMENT CONCRETE SIDEWALK, 4" THICK

PORTLAND CEMENT CONCRETE SIDEWALK, 6" THICK

PORTLAND CEMENT CONCRETE PAVEMENT ON BASE MATERIAL

ASPHALT CONCRETE PAVEMENT

ASPHALT CONCRETE PAVEMENT ON BASE MATERIAL

ASPHALT CONCRETE PAVEMENT, VARIABLE THICKNESS

STABILIZATION GEOTEXTILE

SLURRY SEAL

COLD MILL ASPHALT CONCRETE PAVEMENT

DRIVEWAY, TYPE A, Y=VAR UNLESS OTHERWISE SHOWN

ALLEY INTERSECTION (ON 6" CMB)

CROSS GUTTER (ON 6" CMB)

RETAINING STRUCTURE

DRAINAGE SYSTEM AS SHOWN ON SHEET INDICATED

REINFORCED CONCRETE STAIRWAY

CURB RAMP PER CALTRANS STD PLAN, CASE C UNLESS OTHERWISE SHOWN

CONCRETE BUS PAD

ASPHALT RUBBER HOT MIX (ARHM)

RUBBERIZED ASPHALT CONCRETE (RBAC), VARIABLE THICKNESS

OR ASPHALT RUBBER HOT MIX (ARHM), VARIABLE THICKNESS

FURNISH AND PLANT TREE (PER CONSTRUCTION NOTE 6)

DROP CROTCH TRIM AND ROOT PRUNE TREE, FURNISH AND

INSTALL ROOT CONTROL BARRIER

ADJUST MANHOLE

DOUBLE ADJUST MANHOLE

RECONSTRUCT MANHOLE

TREE WELL COVERS, TYPE _____, CASE _____

CURB DRAIN, CASE _____, N = _____, S = _____

PARKWAY DRAIN, INLET TYPE _____, S = _____

RUBBERIZED EMULSION AGGREGATE SLURRY

CHAIN LINK FENCE AND GATES, H= _____

UNLESS OTHERWISE SHOWN

METAL BEAM GUARD RAIL

TERMINAL SYSTEM END TREATMENT (TYPE AS SHOWN)

TRENCH BACKFILL SLURRY (CLASS 270-E-500)

DETECTABLE WARNING SURFACE

COLD-IN-PLACE RECYCLED ASPHALT CONCRETE PAVEMENT (CRACP), 3" THICK

CONSTRUCTION NOTES

CHECKED BOXES ARE FOR ITEMS APPLICABLE TO THIS PROJECT

1. PRIME CONTRACTOR LICENSE REQUIRED: CLASS A OR C12.

2. STANDARD PLANS REFERENCED ARE PER THE STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION (SPPWC) UNLESS OTHERWISE NOTED.

3. PRIOR TO RESURFACING WITH RBAC OR ARHM, FILL ALL HOLES AND CRACKS WIDER THAN 1/4" WITH SS-1H EMULSIFIED ASPHALT AND SAND. PAYMENT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR RUBBERIZED ASPHALT CONCRETE OR ASPHALT RUBBER HOT MIX.

4. PRIOR TO RESURFACING WITH AC, FILL ALL HOLES AND CRACKS WITH SS-1H EMULSIFIED ASPHALT AND SAND. PAYMENT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR AC PAVEMENT.

5. REPLACE AND RELOCATE TRAFFIC SIGNAL AND STREET LIGHTING PULL BOXES AFFECTED BY CURB RAMP AND SIDEWALK CONSTRUCTION. PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE FOR NO. 6 PULL BOX.

6. FURNISH AND PLANT 15 GALLON TREE, PER STD PLAN 520-2 STAKING PER STD PLAN 518-2.

7. ELEVATIONS SHOWN ARE IN FEET BASED ON L.A. COUNTY ENGR. 1976 ADJUSTMENT, NOV 1929 DATUM.

8. ELEVATIONS SHOWN ARE IN FEET ABOVE MEAN SEA LEVEL BASED ON L.A. CITY 1985 ADJUSTMENT, NOV 1929 DATUM.

STANDARD PLANS

STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION, 2009 EDITION

110-2 DRIVEWAY APPROACHES

113-2 SIDEWALK & DRIVEWAY REPLACEMENT

120-2 CURB & GUTTER - BARRIER

131-2 CONCRETE BUS PAD

140-3 MEDIAN TAPER

205-2 SEWER MANHOLE ADJUSTMENT

206-2 MANHOLE RAISING RINGS

CONVENTIONAL SYMBOLS

EXISTING TOPOGRAPHY

CURB AND GUTTER

CONCRETE

AC

CURB RAMP

BUILDING

BARRICADE

FENCE

GUY POLE

DRIVEWAY

FIRE HYDRANT

GUARDRAIL

GUY WIRE

MANHOLE

PIPE CONNECTOR PIPE

MAIN LINE

POLE

PROPERTY LINE

R/W LINE

PULL BOX

RAILROAD

RR XING PROTECTION

SHRUB

SIDEWALK

SIGNAL

FLASHING

TRAFFIC

LOOP

STREET LIGHT

PALM TREE

OAK TREE

OTHER TREE

VALVE

VAULT

BRICK (BLOCK) WALL

CONCRETE WALL

STONE WALL

TOP OF SLOPE

TOE OF SLOPE

STAND PIPE

NON-STANDARD ABBREVIATIONS

AC ASPHALT CONCRETE

BC BEGIN CURVE

BCR BEGIN CURB RETURN

CMB CRUSHED MISCELLANEOUS BASE

DEG DEGREE

E EASTING

EL ELEVATION

E/O EAST OF

EXIST EXISTING

LEFT LEFT

MIN MIN

NORTHLY NORTHLY

PG PERFORMANCE GRADE

PMT PUBLIC WORKS FIELD BOOK

PWB PUBLIC WORKS LEVEL BOOK

R RIGHT

RT RIGHT-OF-WAY

SEC SECTION

TYP TYPICAL

VAR VARIABLE

W WIDTH

W/O WEST OF

REFERENCES

1. MATERIALS TEST REPORT, LAB NO. 36752, DATED 3/30/09

AND LAB NO. 36182, DATED 3/30/12 AND 4/03/12

2. SURVEY NOTES: PWB 1014 PGS 527-534, 894-898

PWB 1014 PGS 442-445

PWB 1015 PGS 957-958, 1153-1162, 1171-1174

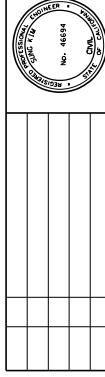
3. AS-BUILTS:

AC PAVEMENT CLASS AND GRADE LEGEND

P1 C2 - PG 64-10 P3 B - PG 64-10

B - PG 64-10

P2 C2 - PG 64-10 P4 B - PG 64-10



ADMIRALTY WAY STREET IMPROVEMENTS

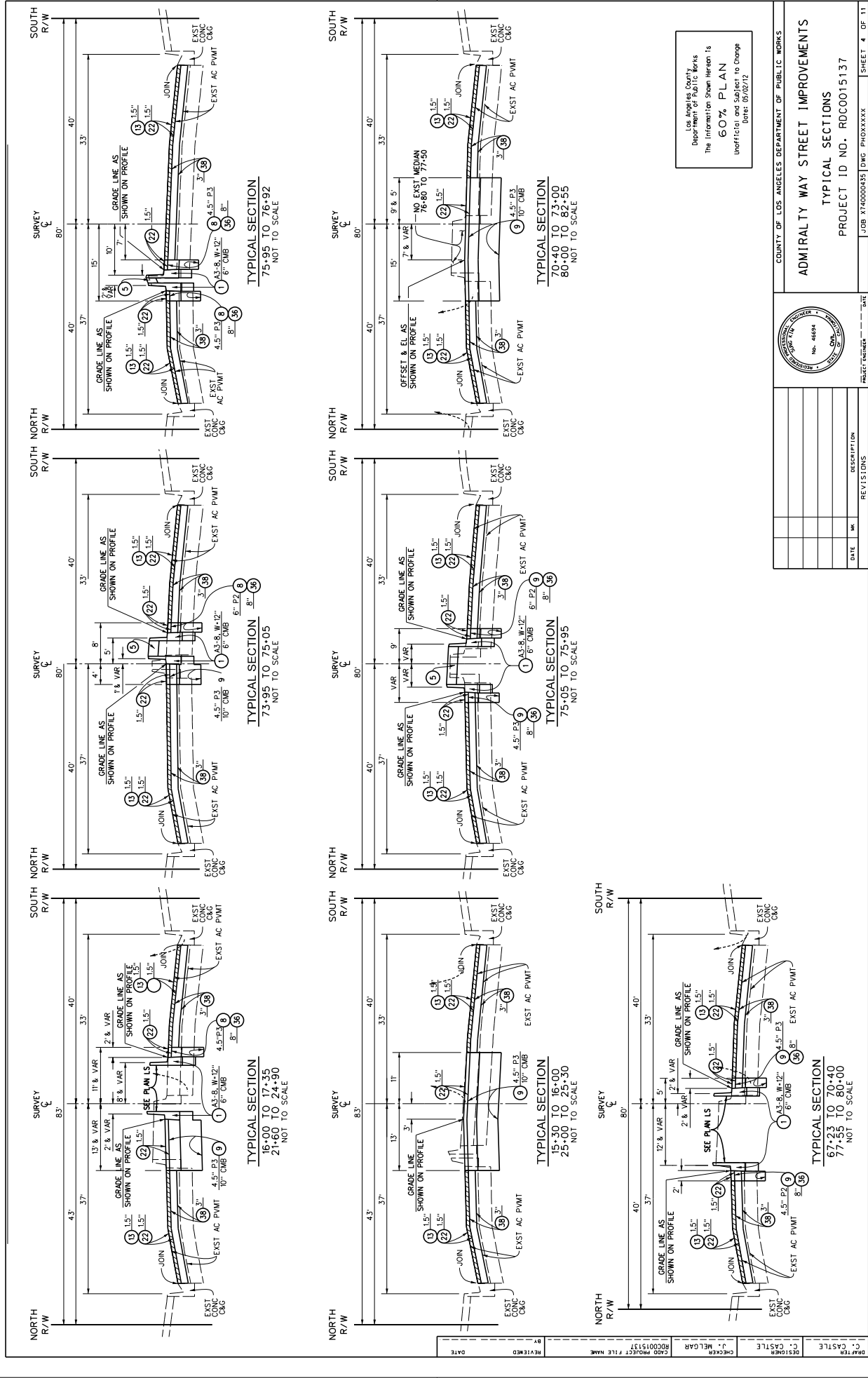
NOTES AND REFERENCES

PROJECT ID NO. RDC0015137

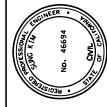
PC# 174000435 DWG PH000000 SHEET 2 OF 11

PLAN RD

Los Angeles County
Department of Public Works
The information shown hereon is
60% PLAN
unofficial and subject to change
dated 06/02/12



Los Angeles County
Department of Public Works
The Information Shown Herein Is
60% PLAN
Unofficial and Subject to Change
Date: 05/02/12



COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
ADMIRALTY WAY STREET IMPROVEMENTS
TYPICAL SECTIONS
PROJECT ID NO. RDC0015137
JOB: 74000435 DWG: PH00XXXXX SHEET 4 OF 11

DATE	BY	DESCRIPTION

PLAN RD